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TIME-TABLE.

WEEK DAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	8.15	10.30	12.00	1.15	4.35	5.25	7.10
Yau-matli	6.50	8.24	10.38	12.08	1.24	4.44	5.34	7.19
Shatin	7.02	8.36	10.51	12.21	1.36	4.56	5.46	7.31
Tai-po	7.16	8.49	11.04	12.34	1.49	5.09	5.59	7.44
Tai-po Market	7.31	8.53	11.18	12.48	2.03	5.23	6.13	7.58
Fanning	7.42	9.03	11.29	12.59	2.14	5.34	6.24	8.09
Shungshui	7.56	9.16	11.43	13.13	2.28	5.48	6.38	8.23
Shum-chun	8.11	9.31	11.58	13.28	2.43	5.63	6.53	8.38

SUNDAYS AND PUBLIC HOLIDAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	8.35	11.15	13.00	1.25	5.25	6.15	8.10
Yau-matli	6.50	8.44	11.24	13.09	1.35	5.35	6.25	8.20
Shatin	7.02	8.56	11.36	13.21	1.45	5.45	6.35	8.30
Tai-po	7.16	9.09	11.50	13.34	1.59	5.59	6.49	8.44
Tai-po Market	7.31	9.23	12.04	13.48	2.13	6.03	6.53	8.58
Fanning	7.42	9.33	12.14	13.59	2.24	6.14	7.04	9.09
Shungshui	7.56	9.46	12.28	14.13	2.38	6.28	7.18	9.23
Shum-chun	8.11	9.61	12.43	14.28	2.53	6.43	7.33	9.38

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Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	2.20	6.25	7.25	11.10	2.00	6.05
Shatankok	8.40	12.25	3.15	7.20	8.20	12.05	3.45	7.50

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	2.20	6.25	7.25	11.10	2.00	6.05
Shatankok	8.40	12.25	3.15	7.20	8.20	12.05	3.45	7.50

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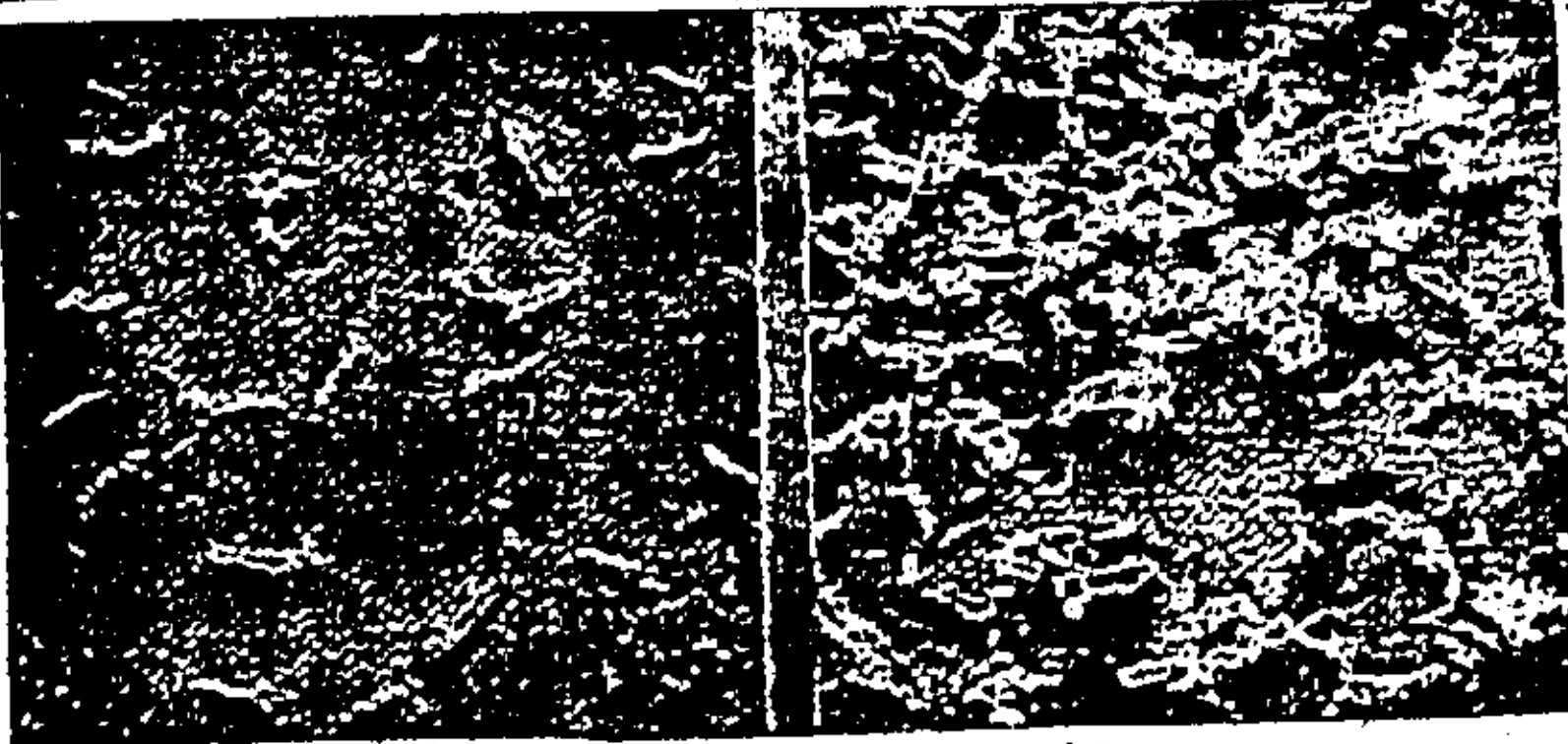
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TASMANIA.

A PLAYGROUND FOR TOURISTS.

Tasmania, in area and population, is the baby of the Australian Commonwealth family, though in age as a British Colony of the South Seas it is comparatively venerable. The first settlers were implanted in 1803. It was then a distant part of the Colony of New South Wales, but set up for itself 22 years later and was granted responsible government in 1855.

The Island State is one-third of the size of Victoria, the next smallest State of the Commonwealth, its greatest length from north to south being 180 miles, and from east to west 100 miles, the total area, including islands, being 28,215 square miles—about the size of Scotland.

This bold outline might suggest a "handy" little country with its people living, working, and exchanging products in close contact with one another. The physical features of Tasmania, however, make for scattered settlement and difficult and costly means of communication. Nearly 25 per cent. of the population is contained within the boundaries of Hobart, the capital, half that number in Launceston, the capital of the north, and about another 25,000 in the chief centres of the north-west, of which Burnie and Devonport are the principal towns.

A continual succession of hills and mountains, mostly snow-topped in winter, with deep gullies thickly clothed with towering timber and dense undergrowth, give entrancing entertainment to the holiday-maker, but preclude continuous settlement and development. Part of the southern-west coast is quite uninhabited, and so rough and rugged is the country and forbidding the coast line that a part yet remains to be explored.

Hobart is the political and social capital of the State, but it is certainly not the centre of the trade and industry of Tasmania. Railway communication, between the south and north-west is slow, expensive, and irksome. It is easier and quicker to cross the 140 miles of Bass Strait to Melbourne than to undertake the tiresome railway journey from the north-western seaboard to Hobart. Consequently, for purposes of trade, the north-west province is virtually a suburb of Melbourne, and a considerable proportion of its population know the Victorian capital as well as, if not better than, their own.

A BAR TO PROGRESS.

This separation of the main groups of the population is a distinct obstacle to the progress of the State. Tasmania does not speak with one voice: the opinion of the north is not that of the south; the bitterness against the Federal bond that Hobart expresses, is not shared to any extent by Launceston and Burnie. The richly productive north-west looks to the mainland as the principal market for its potatoes, hay, oats, and fruit. Exports from the south, principally apples, hops, and wool, are taken, overseas boats to the markets of the older world.

Hobart is the radiating centre for the thousands of mainland tourists who visit the island to enjoy its cool climate and beautiful scenery in the summer. The tourist traffic provides a harvest for the traders, hotel-keepers, and motor-car proprietors of the capital, and loud are their lamentations when the seamen or water-side workers, or both, dam the tide, at its source, by going on strike.

Tasmania has much to attract the populations of the sister capitals across the straits. There is mountain scenery of infinite variety, forests that can hardly be matched for glory elsewhere in Australia, and numerous streams and lakes teeming with English fish. The trout and salmon with which the waters were stocked from the homeland have thriven amazingly. Brown trout weighing up to 35lb. and rainbow trout of 15lb. are not uncommon captives to the rod and line of the skilled angler.

Tasmania knows nothing of the severe droughts which periodically visit the mainland of the Commonwealth; but within its small compass there is remarkable variation in rainfall. The wettest district of the west coast sodden under 130in. of rain in the year; the driest of the eastern Midlands experiences the relative aridity of 15in. On the whole the island is not remarkably productive, but its richest land is very fertile. The annual value of its agricultural produce is about £3,600,000, of which apples represent from £700,000 to £800,000 and hops fluctuate between £230,000 and £350,000. The annual production (on the latest available figures) of the principal crops is—Oats, 1,700,000 bushels; wheat, 570,000 bushels; hay, 100,000 tons; bushels; potatoes, 100,000 tons. But the small population (under 230,000) provides an inadequate local market and producers are dependent too much on the export trade. The pastoral industry is in a healthy position owing to the high price of wool, the season's clip being worth nearly a million sterling, while the value of dairy produce is over £400,000, and on timber something more than £400,000.

MINERAL WEALTH.

With production in 1923 worth over one million sterling, the mineral wealth of Tasmania is yet considerable, but the rainy days of the fields are of the past. That wonderful hill of tin, Mount Bischoff, discovered in 1871, is still producing after having yielded over £2,000,000 worth of the metal. The rich deposits of Mount Lyell, discovered in 1868, have produced 191,355 tons of pure copper, 13,319,295oz. of silver, and 282,075oz. of gold, and mining is still going on, although with a vastly diminished margin of profit. Altogether the mines of Tasmania have produced precious and base metals between the years 1850 and 1924 to the value of nearly £30,000,000. At the present time it appears that a serious effort will be made to exploit the immense beds of oil shale in the Mersey Valley, which have only been touched apasmodically in the past.

The area of first-class agricultural land being limited and mining on the decline, the establishment of other industries is required to attract population to, and keep it in, Tasmania. Hope lies in the field of secondary industry. The Hydro-Electric Works, administered by a Government Department and drawing power from the Great Lake, about 20 miles from Hobart, provide power at a price that cannot be matched elsewhere in Australia, and the climate of the island is ideal for manufacturing. The British firm of Cadbury, Fry, and Macall have built a great factory a few miles from the capital, where they make cocoa and sweets of all kinds; the Electrolytic Zinc Company produce zinc worth £1,200,000 a year. Tasmania has to thank its hydro-electric scheme for both of these great establishments and it is hoped that other manufacturing industries will follow in their wake. Should the projected paper-pulp works in the north-west, near Burnie, be established, lines from the Great Lake (or Waddamanna) station will reach across to supply the motive power, and the establishment by a British firm of a big textile enterprise is in the air. Whether it comes down to solid earth depends upon various contingencies, but at least cheap power, a suitable climate, and a safe harbour in the Derwent capable of taking the greatest ships of the world at the wharf-side at low water, beckon alluringly.

POLITICAL TROUBLES.

Politically, Tasmania is usually poised delicately between the Labour Party and the other—or others. The proportional representation electoral system defines the political colour of the State so nicely, that in the days of two parties neither could count upon a substantial working majority. With the creation of a Country Party at the expense of the Nationalist strength it has become almost impossible for any one section to predominate over a combination of the others.

The present administration is nominally Labour, but it bears as much relation to any, the Labour Party of New South Wales, or Queensland as the tiger does to the domestic cat. The Lyons Ministry has kept its hold on the Treasury benches by the votes of six Nationalists, who are wearied of successive years of solid deficits which were whirling the State down the rapids to bankruptcy. The present Government has redeemed its pledge to turn the financial tide and promises to show a substantial surplus at the close of the financial year on June 30th next. The Premier has secured assistance from the Federal powers by giving an earnest of reform at home, though the form of the Commonwealth bounty leaves something to be desired.

A Tasmanian "industry" is the promotion of the big sweepstakes known as "Litterals." It embraces all turf events of any magnitude in Australia, and while the Federal Post Office sternly banned, and bans, postal matter addressed to its headquarters, the Federal Treasurer levied at the source a tax upon the prize money. This the Commonwealth has consented to forgo, and as it amounts to something like £120,000 a year, Tasmanians, like Pooh Bah in *The Mikado*, can do nothing but pocket the insult.

The shipping strike at the beginning of the tourist season before it had fairly begun was a severe blow; but thoughtful Tasmanians realize that solid prosperity cannot be built upon the two T's, Tourists and Tattersails, and are looking to the State's industrial resources for population and wealth.

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CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

WHO SHOULD HAVE THE MONEY?

The General Chamber of Commerce in Canton City has been asked to grant a loan of \$600,000 to the local military and civil authorities, \$300,000 to the Headquarters of the Yunnanese Army and \$300,000 to the Commissariat of Finance. The other day the Yunnanese called for \$50,000 and wanted to charge same to the account of the Commissariat, while the Commissariat held that the sum should be credited to the account of the Yunnanese. SIGN-BOARDS TAXED.

Sign-boards and other hangings in Canton other than the denotation of the firm name and business will be subjected to the new tax on advertising recently promulgated, according to the ruling of the Municipality. It has been the practice of many firms to advertise "sales" and the like by displaying long scrolls on poles extending into the street from upper windows or porches, and the municipal authorities say that such action constitutes advertising within the meaning of the regulations governing signs on walls, roofs, fences and the like.

YUAN TUNG SCHOOL.

The Yuan Tung Hok Yuen School at Canton, opened a year ago to take in students who had left the Sacred Heart College because of the Catholic authorities refusing students permission to participate in an anti-Japanese boycott movement, celebrated its first anniversary on May 9th. At the beginning some 600 students withdrew from the Sacred Heart College and when the Yuan Tung started only 70 entered the school, 400 returned to the Sacred Heart, and the rest scattered into other institutions. It is said that the Cantonese parents are always in sympathy with foreign schools and the many agitations of similar character have often been led by paid agents of certain political parties.

CHEN KWONG COMPANY.

The Chen Kwong Company in Canton, one of the largest local department stores, has been put under the management of its creditors, who are appointing a temporary board of seven members to carry on the business.

YAM DYEING INDUSTRY.

The Yam cloth-dyeing industry in Yampoo and other towns west of Canton City along the Canton-Samsui Railroad, involving thousands of workers, which has been killed temporarily by war imposts by the militarists to which the inhabitants refused to submit, may be revived upon the Kuomintang postponing the collection of the tax. The industry was suspended last year upon the Kuomintang refusing the petition to repeal the imposts. The yam-dyed native cloth is much used by farmers, and also by boat people, because of its durability, and piece-goods from abroad do not meet the needs of these classes.

CHINESE MERCHANTS' BANK.

The liquidation of the Canton Branch of the Chinese Merchants' Bank of Hongkong had to be again delayed by the unwillingness of the militarists to submit to ordinary proceedings. The other day an army officer visited the office of the temporary receiver with a body-guard and, at the point of pistols, forcibly took away \$26,000 worth of documents, alleged to be the amount due him by the bank. The receivers have resigned and decided to serve no longer.

PIECE-GOODS' TRADE.

The Piece-goods trade in Canton, already had because of unsettled conditions in the interior making shipments inland impossible, will be further affected by the attempt of the Yunnanese mercenaries to collect trade taxes in addition to the customary dues payable to the Bureau of Finance annually in Canton. Like the hotel, water, and other luxury taxes which both the civil and the military authorities attempt to collect, the people have to pay double, owing to the strong combination of the militarists and politicians.

REELERS' STRIKE ENDED.

Practically all the reeling workers in the silk filatures of Namhoi and Shuntak districts near Canton returned to their work unconditionally on May 7th, the strikers having been assured of an increase of 20 per cent. in their pay. The strike which was ended April 25th last was caused by a series of demands which the employers had considered hardly worth discussing but they complied with a request to make an increase of 20 instead of 40 per cent. as first asked for by the strikers. On April 25th most of the strikers were willing to return to their work, but all filatures could not put into full operation until nearly two weeks later.

(Continued on next column.)



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LOCAL BUSINESS MERGER.

UNION INSURANCE CO. BECOMES PARENT OF THREE OTHERS.

A merger of insurance interests whereby the Union Insurance Society of Canton becomes the parent company of the Yangtze Insurance Association, Ltd., and the Far Eastern Insurance Co., Ltd., as well as the North China Insurance Co., Ltd. and the British Traders' Insurance Co., Ltd., has been completed. The transaction is the largest ever effected by Far East companies.

Mr. C. M. G. Burns, General Manager of the Yangtze Insurance and the Far Eastern Insurance companies, becomes additionally, under the terms of the new arrangement, general manager and secretary of the North China and British Traders insurance companies.

With the amalgamation of these huge interests, the staffs of the five organizations have been centralized and now are housed in the Shanghai Bund premises of the Yangtze Insurance Association. The senior organization involved is the Union Insurance Society of Canton, one of the first insurance houses established in the Far East, whose head offices are in Hongkong. The Union, for months, has been steadily acquiring stock in the Yangtze and Far Eastern companies.

RENTS IN LONDON.

A London correspondent sends us part of a catalogue, issued by Messrs. White, Druce and Brown of Hanover Square, and writes: "It may be of some interest to your readers who, I believe, consider themselves hardly done by in the matter of rents in Hongkong. What would they think of a demand for \$29,000 a year for a second floor, plus rates, taxes, lifts, etc., totalling probably \$14,000 per annum. How many of them have guessed, if they have been into Lyons (Regent Street) for a cup of coffee, that they have contributed in a modest way towards paying a ground rent of \$2,350, plus a capital outlay of \$25,000, or, alternatively, a rental of \$25,000—add rates, taxes, etc.?"

CANTON CONDENSED MILK.

A local factory at Fatsan, a city west of Canton, has begun to turn out condensed milk in tins, according to the Chinese Commercial News. The products will be distributed inland for the time being, when foreign imports are unable to go very far owing to the prevalence of piracy in the principal rivers of Kwangtung.

BRITISH PROTEST.

The British Consulate-General at Canton has made a protest against the kerosene oil tax levied by the military authorities on the same ground as the American consular authorities, who hold it a double duty on foreign imports, which is contrary to treaty provision made between China and other Powers.

PROTECTION FOR BANKS.

Replying to the petitions of the Oil, Beans, and Rice Guilds in Canton to the military authorities to encourage the native banks in the city to again unlock their safes and resume transfer of specie, the Headquarters of the Cantonese Army have informed the guilds concerned that the authorities are ordering the Police to provide special protection to the bankers and will hold the Police responsible for further day-light robberies on the streets. It may be recalled that the native banks in Canton were forced to close handling cash recently because of frequent commandeering of valuables on the streets by persons whom the anti-Bolsheviks call Reds but the Reds blame as only culprits disguised in their uniforms.

RIVER RISING.

Reports from Poko, an East River district in Kwangtung, stated the other day that the water of the river in that district had risen several feet, and that because of heavy rain further up the source, inundating the district in many places by nearly three feet. The rice crops on the lowlands of Poko were destroyed.

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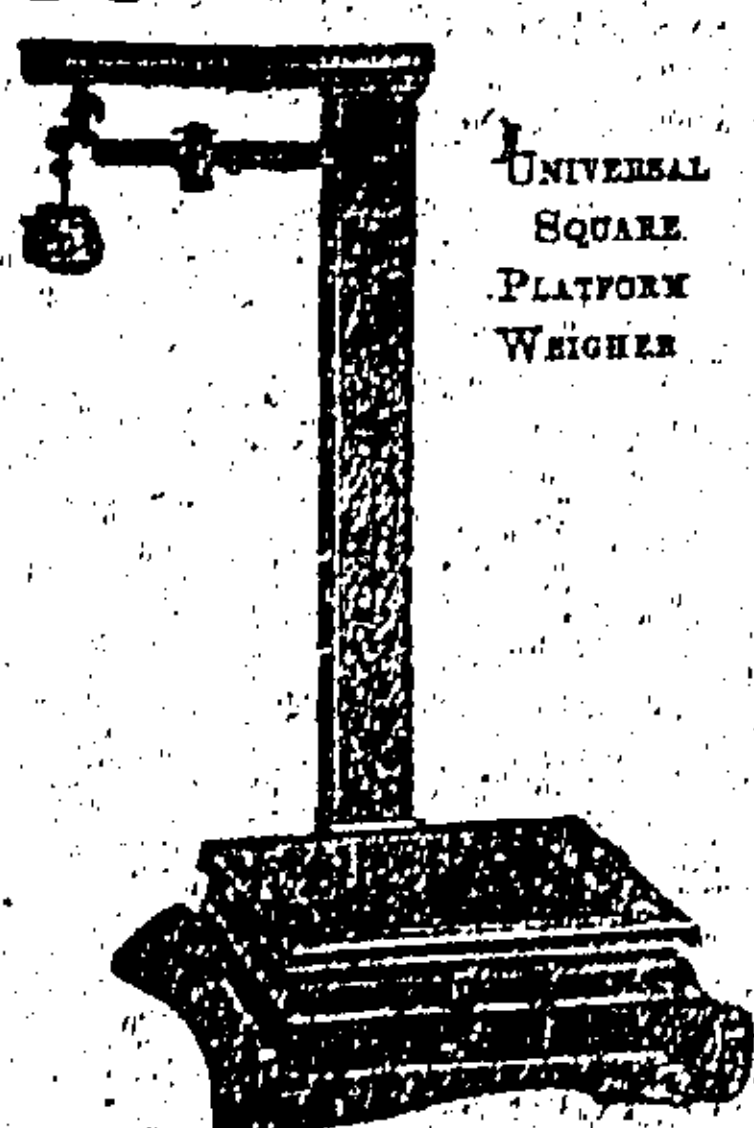
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WIRELESS AND INSURANCE OF OFFICERS: IMPORTANT RECOMMENDATIONS.

The following is the report of an Inter-Departmental Conference on Piracy in waters adjacent to the Colony of Hongkong. The members of the Conference were: Sir Gilbert E. A. Grindle, K.C.M.G., C.B. (Chairman), Colonial Office; Mr. S. P. Waterlow, C.B.E., Foreign Office; Capt. W. Tomkinson, C.B., M.V.O., R.N., and Commander E. R. Carson, R.N., representing the Admiralty; Mr. A. G. M. Fletcher, C.M.G., C.B.E., Assistant Colonial Secretary, Hongkong.

The Right Honourable,
L. S. AMES, M.P.

1.—We were requested by your predecessor to enquire into certain representations which had been made by The China Coast Officers Guild and the Marine Engineers Guild of China in regard to the measures adopted by the Governor of Hongkong for dealing with piracy in waters adjacent to the Colony.

2.—These representations were the outcome of a series of piratical attacks which had been made on ships sailing between Hongkong and neighbouring Chinese ports.

3.—The views of the Guilds were summarised in a series of resolutions passed at a combined meeting of members of the two Guilds held on the 3rd of February 1924, and communicated to the Colonial Secretary, Hongkong, in a letter dated the 4th of February, 1924. The resolutions were:

(1) That in so far as piracy prevention is concerned, the Police Department be relieved from all duties in regard to sea-going and river steamers whilst outside the waters of the Colony and concentrate its attention to detecting and preventing the embarkation of unlawful persons and/or firearms whilst these vessels are in Hongkong Harbour, unless some better method is devised.

(2) That all arms and armed guards required by the Piracy Regulations be removed from every vessel and the absolute command thereof restored to the Master as laid down in the Merchant Shipping Acts, unless some better method is devised.

(3) There shall be at once inaugurated a proper system of patrol in the Danger Zone.

(4) That all vessels subject to Piracy Regulations shall have wireless telegraphy installed and under the control of a competent operator signed on the Articles.

(5) That Insurance be automatically effected for every Master, Officer and Engineer whose duty takes him into the Danger Zone, the Premium for such Insurance to be paid with the money at present paid as wages to the guards, in the event of them being removed from the vessels.

(6) That every case of piracy shall be the subject of enquiry at the Harbour Office (as soon as possible after the outrage) with the Harbour Master as President of the Court, which should consist of active Mercantile Marine Officers of both departments, with the addition of one active Naval Officer.

(7) That a substantial reward be offered for information which leads to the arrest of any person implicated in any piratical attack.

(8) That a reward should be paid in all cases of seizure of arms and/or ammunition.

(9) That these Resolutions be at once presented to the Honourable the Colonial Secretary for the consideration of His Excellency the Officer Administering the Government, and a detailed reply requested in time to present to this meeting which stands adjourned till Sunday 17th February 1924 at the same time and place for the purpose of receiving such reply.

4.—We have held two meetings. At our first meeting held on the 17th of June, 1924, there were also present, besides the members of the Committee, Sir J. Jamieson (His Majesty's Consul-General, Canton) and representatives of the Treasury, the War Office and the India Office. At our second meeting, held on the 10th of July, 1924, we had the advantage of a personal discussion with Mr. T. W. Moore, C.B.E., F.R.G.S. (Secretary, The Imperial Merchant Service Guild), Mr. D. Bramah, C.B.E. (General Secretary, The Marine Engineers Association), and Mr. J. Watson (Secretary, The Marine Engineers Guild of China). Representatives of the Mercantile Marine Department Board of Trade were also present at this meeting.

CO-OPERATION WITH CHINESE AUTHORITIES.

5.—After considering reports on the cases of piracy which had occurred and on the general conditions existing in South China it was agreed that the present state of affairs was directly due to the civil war in the Kwangtung Province which had completely disrupted the policing by the Chinese Authorities of

the Canton Delta and neighbouring waters. In the circumstances the only measure which could be effective would be the destruction of the pirate lairs, the whereabouts of the more important of which were apparently well known. In regard to this we were informed that the landing on Chinese territory of British military and naval forces for such a purpose is out of the question but that arrangements had been made to the local land such friendly support to the Chinese authorities as was feasible; and Chinese authorities in successful issue of an expedition undertaken by local Chinese forces. We are very sensible of the value of these arrangements for co-operation with the local Chinese authorities; and we consider that whenever opportunities of such co-operation occur, they should be utilised to the fullest extent possible subject to the necessary limitations imposed by the political situation in China.

6.—We are however sensible that in existing circumstances it would be vain to expect anything approaching the complete suppression of the bands of pirates which infest these waters. It is therefore very necessary that in the Danger Zone there should be as effective a system of precautionary measures as can be devised and maintained with such resources as are available.

THE SYSTEM IN FORCE.

7.—The system in force at the time of our enquiry may briefly be described as follows:

At the beginning of the year there were four of His Majesty's Gunboats engaged in patrolling the danger zone, and later on a reserve gunboat was put into commission with a crew left by one of His Majesty's ships on the station. In addition four armed launches were fitted out by the Hongkong Government, with civilian crews and commanded by Naval Officers with Naval gun crews. (Later, arrangements were made for the complete manning of these launches by naval crews).

In addition to the maintenance by these patrols the "Piracy Regulations" issued by the Hongkong Government require *inter alia*, that all certificated officers shall be armed at all times while the ship is in the "Danger Zone" that the ship must be provided with bullet proof dodgers, screens, grilles and barbed wire entanglements to the satisfaction of the Harbour Master in order to render the vital parts of the ship defensible. A scheme of defence for each ship is drawn up by a Committee consisting of the Assistant Harbour Master, the Captain Superintendent of Police, the master, and (if the owner so desires) a representative appointed by the owner. The Regulations prescribe the number of rockets, Very lights, arms and rounds of ammunition to be carried; and the carrying of specified numbers of armed guards. The Regulations also provide for the control and search of ships, passengers and goods before sailing, and for other matters incidental to the carrying out of the Regulations.

LARGER NAVAL FORCES NOT RECOMMENDED.

8.—As we understand them the view of the Guilds (so far as the first three of the Resolutions quoted in paragraph 3 of this report are concerned) was that the defensive measures at present laid down in the Piracy Regulations should be replaced completely by a system of effective Naval patrols throughout the Danger Zone.

9.—In regard to this proposal we were informed by the representative of the Admiralty that it would be a matter of extreme difficulty to organise such an extensive system of Naval patrols that river steamers would always be safe from piratical attacks; and that such a system of patrols would in any case necessitate a very great expansion of the Naval Forces in Hongkong waters. We were further informed that, Naval establishments having been drastically cut down since the war, there are no longer available any vessels of the special type which would be required to operate in the winding creeks of the Delta, that they could only be provided at great cost, and that the building of the necessary vessels and the provision of crews would take a considerable time.

10.—We are satisfied that the situation is not so serious as to justify our recommending any such expansion of the Naval forces in these waters.

11.—It was suggested to us that the problem might be solved by the adoption of a convoy system, and we were informed that such a system had been brought into operation on certain runs. We agreed that in special circumstances a system of this kind may be useful and desirable. We feel however that the general adoption of such a system could not fail to have a serious effect as a hindrance to trade, and that it could not remain in force for any considerable length of time without creating widespread dissatisfaction.

DEFENSIVE MEASURES ON SHIPS "VITALLY NECESSARY."

12.—In the light of the foregoing considerations we are satisfied that in addition to co-operation with the local Chinese authorities and the maintenance of as efficient a system of patrols as is possible with the resources available to the Naval authorities, defensive measures on board the ships themselves are vitally necessary. We have accordingly given our careful consideration to such evidence as has been placed before us in regard to the efficacy of the measures prescribed in the Piracy Regulations in the light of the criticisms of these Regulations which have been formulated by the Guilds concerned.

13.—Briefly the contentions of the Guilds were that the Captain Superintendent of Police is not a suitable person to exercise supervision of the anti-piracy arrangements, which duty should be taken over by the Naval authorities; that the Indian guards which ships are required to carry are not amenable to the authority of the masters of the ships and are useless for defence purposes; that the carrying of arms which may easily fall into the hands of the pirates is an added danger even if the desire to obtain them is not direct incentive to piratical attacks; that the structural requirements prescribed by the Regulations are a hindrance to the working of the ships; that generally a surprise attack is so successfully resisted that ships are so slight that if (as they are required to do by the Regulations) the master and other certificated officer "Resist to the uttermost" they are faced by almost certain death; and that in view of the absence of adequate provision for their dependents, it is unreasonable not to allow them to exercise their discretion as to the degree of resistance which should be offered.

14.—We understand that in every case in which a piratical attack has been successful, it has been found that the Piracy Regulations, have, in some essential respects, been disregarded. We have also had cited to us instances of attacks which have failed.

15.—In the light of these reports we are satisfied that if the grilles required by the Regulations are properly constructed and kept closed, the guards properly posted and disciplined, the passengers restricted to their proper quarters and the ships' officers properly armed, there is very little chance of their being taken by surprise and every chance of their being able to resist successfully any attacks which might be made. We are moreover convinced that the knowledge that all ships are in an efficient state of preparedness would act as a real deterrent to piratical attacks. This view is borne out by the fact (as we were informed) that the ships of the more reputable lines, by which the Regulations are observed and good discipline enforced, have been immune from attack.

NO CASE FOR RADICAL REVISION OF REGULATIONS.

16.—We therefore do not consider that a case has been made out for any radical revision of the existing Regulations. We understand that, particularly in the case of old ships, full compliance with the structural requirements of the Regulations would entail considerable expense to the owners and that accordingly the Hongkong Government has in the past allowed some latitude in cases where a strict enforcement of the Regulations would appear to entail special hardship. We were informed however that the policy of the Government for some time past has been directed towards the more stringent enforcement of the Regulations. We consider that this is the proper course to follow, and we recommend that the Hongkong Government should be invited to consider the desirability of announcing that full and strict compliance with the Regulations will universally be required after a certain definite period of time.

17.—The Guards employed are Indians, and we are informed that when it was decided to place guards in the ships, there was at first considerable difficulty in finding suitable men. The number of Indians in Hongkong is not large and the Government had to take such material as it could find.

The men were inexperienced in their duties and it is hardly surprising that the conduct of some of them was open to criticism. The guards many of whom are old soldiers, have now been formed into an organized unit under the control of the Captain Superintendent of Police, and an officer taken from the Indian Army has been detailed to superintend their training and discipline. We do not consider that the regulations regarding the carrying of these guards should be relaxed.

"TO THE UTTERMOST."

18.—We consider however that there is force in the contention of the Guilds that it is not reasonable that the ships' officers should not in any circumstances be allowed to exercise their discretion as to the degree of resistance to be offered to a surprise attack, for example, to a surprise attack in which the obligation to resist "to the uttermost" might entail their certain death without securing the ship against the attack. We are assured by the gentlemen who were present at our second meeting that ships' officers would not contest that it is in general their duty to defend their ship. We accordingly recommend that the words "to the uttermost" should be deleted from Regulation No. 1. We were informed that this would meet the objections of the Guilds, on this head.

ARMED ENGINEERS

19.—Regulation No. 3 requires that each certificated officer whether on or off duty, shall carry on his person a revolver and 24 rounds of ammunition. It was urged upon us that it is unreasonable to insist upon the application of this regulation to engineer officers when actually engaged in the heat and cramped space of the engine rooms. The representative of the Admiralty concurred in this view. We accordingly recommend that this regulation should be modified in such a way as to relieve the engineer officers of this obligation when actively engaged on their duties in the engine room.

THE DISCIPLINE ON SHIPS.

20.—We were much impressed by the statement made by the Naval Intelligence Officer before the Governor in connection with the *Tai Lee* Piracy. We consider that this statement has such a direct bearing on what we regard as the crux of the whole matter viz., the maintenance of a proper state of discipline on ships plying in the Danger Zone, that we are justified in making the following quotations from it:

"The conditions under which officers were called upon to serve in these ships are such that the ordinary cleanliness discipline and efficiency of a British ship cannot be maintained by them. The fact that they are on a 24 hours agreement makes their position so insecure that many do not take any trouble to exercise command over their ships which are entirely in the hands of pilot, boatswain, and compadres."

"It is impossible to expect the conditions outlined above to attract men capable of carrying out the regulations, or by their personal influence of rendering their ships unpopular with pirates. At present the owners regard British Officers as a necessary evil which must be made to cost as little as possible, and they will not hesitate to dismiss a good man who does not fall in with their ideas, and put in place any one from the water front who will privately agree to take less wages than the Guild rate."

"Unless pay conditions and compensation are made attractive good officers cannot be expected to stay in river steamers."

"Unless you have good officers in river steamers you will never get regulations carried out."

21.—In commenting on this statement the Governor of Hongkong has written as follows:

"It should be understood that these remarks do not apply to the well run European-controlled ships, whose immunity from attacks by pirates is probably due to the knowledge that the regulations are properly complied with, but to the Chinese owned vessels which carry British Officers merely in order to comply with the conditions requisite to obtain registration in Hongkong."

22.—We consider that if the Guilds concerned could contrive, by negotiation with the ship owners concerned, to improve the status of the officers in these badly managed ships, so that they would be in position to enforce and maintain proper discipline, the risk of piracy would be greatly lessened.

WIRELESS FOR SHIPS.

23.—The fourth resolution was to the effect that all vessels subject to Piracy Regulations would have wireless telegraph apparatus installed, under the control of a competent operator signed on the Articles.

We not only agree that the chances of dealing successfully with any piratical attack would be greatly increased but we consider that the mere knowledge that ships were fitted with wireless apparatus and could summon help, would act as a very great deterrent to such attacks. We therefore gave this suggestion our very careful sympathetic consideration.

24.—We understand that its immediate adoption presents several difficulties. In the first place, we are informed, many of the river steamers (and in fact one of the gunboats, operating in these waters) are so cramped that it is difficult to find room on board for any wireless apparatus of greater power than (possibly) a small portable set. We understand that the range of such a set might vary between 20 and 100 miles according to the atmospheric conditions. Even such a set would however probably be sufficient for the purpose in view.

25.—A greater difficulty lies in the cost of maintaining and providing accommodation for the necessary personnel. At present some of the gunboats carry only one wireless operator, whereas, if the suggestion were adopted, each river steamer would require to carry two, (and the gunboats four) wireless telegraph operators, in order to make possible a proper system of reliefs.

26.—It was suggested to us that these difficulties would be greatly reduced if a semi-automatic form of apparatus capable of being operated by one of the ships' officers could be installed. If semi-automatic transmitting and receiving apparatus were carried, it would probably be sufficient for one skilled operator only to be carried since it would not be necessary for him to keep that the watch. We consider however that the mere emission of a distress signal unaccompanied by an indication of the position of the ship would not be sufficient. The objection that an automatic distress signal does not give a ship's position may be met by the reply that the approximate position of a ship on a regular run at any given time is readily ascertainable, but we consider it to be advisable that ships should be able to get into communication with each other.

(Continued on page 7.)

CORRESPONDENCE.

'CERTIFICATED' TEACHERS.

[TO THE EDITOR OF THE HONGKONG DAILY PRESS.]

SIR,—Journalism and Education are the same thing. If you want a man for either of these professions, select, at all cost, the one who has had no training and no experience, would seem to be your dictum; if I do not misconstrue your "leader" of Tuesday.

Would you honestly, Sir, rather choose the man who is a Wrangler at Cambridge for a post as assistant in your office or the mediocre reporter who has been on the staff of some English paper?

You would perhaps think an electrical engineer best of all.

As one who does know something about teachers and teaching, I may say most emphatically that the trained man is head and shoulders above his competitor in the same market.

Do you realise, Sir, that it is only in comparatively recent years that the public has recognised the status of the teacher and how important a part he plays in moulding the character, etc., of the rising generation?

In Ancient Greece, the teacher was a "slave," who was required to be a sort of guardian to his charge. The church later took on the work of education, and that is why so many of the heads of English Public Schools are ministers of the Church—as a matter of fact I might point out that the priesthood is taken by some not for its own sake, but rather as an asset in securing higher positions in schools. No wonder they cared little about "diplomas in education." The prefix "Rev." was just as good as the suffix Dip. Ed.

But times have changed and the teacher is gradually making his status felt. The National Union of Teachers is now a powerful body in England.

I believe, Sir, if you went round and enquired how many of the untrained as well as uncertificated teachers here really thought of entering this line in the initial instance, the percentage would be astounding.

Further, you would find little to your surprise that a large number would "chuck up" teaching if they could get into another groove.

Now this is not the sort of teacher we want in Hongkong.

With regard to your editorial again, would you advise me to work away at my Latin and Greek if I wish, say, in five years' time to become a journalist?

And just as you do not want a Hebrew scholar to write editorials, so you do not want the man who has secured an Honour or pass degree and has had no training to enter the teaching profession.

Apologising for using so much of your valuable space.—I am, yours, etc.,

COLLEGE-TRAINED

May 12th, 1925.

[We did not suggest that middle-aged men who have failed in other professions should be engaged as teachers in Hongkong, however brilliant their educational qualifications might be. The protest we made was against the suggestion that competent teachers could only be found among those who had had previous experience in the elementary and secondary schools at home. The young university graduate, who has decided to take up teaching as a profession, and who has studied during his university course, with this end in view, is undoubtedly, in our opinion the best type of recruit for the Education Department in this Colony.—Ed.]

[TO THE EDITOR OF THE HONGKONG DAILY PRESS.]

SIR,—Judging from your leading article of Tuesday you seem to have some doubts yourself as to what men would be most suitable as teachers in Hongkong.

On questioning some of the teachers here you state, "they expressed the belief that the best possible recruits for the teaching staff in this Colony were young men straight from the Universities." The teachers you questioned must have been too modest or too humble to add "who have taken a course in education." All the great Universities in England, and our own University here, have realised the importance of including a course in Education in their curriculum. The object of such a course is to enable prospective teachers to obtain that training which no serious teacher can possibly afford to miss.

I do not know what has to be taken for the certificate examination of the Board of Education at home, but I do know that all University courses in Education specify a definite amount of practical class training with an examination thereon. Whatever may be taken as the meaning of "Certificated," perhaps what was meant was a teacher who has passed through the necessary practical training. It may surprise many to learn that even Professors have been known to enter for a course in education and have benefited considerably from such training.

With regard to the question of the staffing of the registered Preparatory and Public Schools in England, it may astonish you to learn that a good number of the young "bloods" from Universities are men trained in the principles and practice of education, men who, no doubt, would "answer admirably" in their schools.

Let us have University men—honours men—by all means—but see to it that only men with the necessary training in education are appointed and all would be well. My interpretation of "certificated" may be doubtful, but if you insist on "certificated University men" there can be no possible doubt, whatever—Yours, etc.,

"TEACHER."

Hongkong, May 12th, 1925.

PROBATE ACTION.

HAWAIIAN SUGAR PLANTERS' WILL.

In the Supreme Court yesterday before the Chief Justice (Sir Henry Gollan) the probate action concerning the late Mr. Chan Afong, in which Chan Chik Yui, brother of the deceased, is cited as defendant, and Chan Wing On is plaintiff, was continued.

Mr. Eldon Potter, K.C., with Mr. Elsieley Zeitlyn (instructed by Mr. G. K. Hall Branton) appeared for the plaintiff; Mr. F. C. Jenkin, with Mr. Thomas Addis (instructed by Mr. A. E. Hall) appeared for the defendant, and Mr. C. G. Alabaster, K.C. (instructed by Mr. Woo) was present on behalf of three executrices of the deceased and also Chan King Yui, brother of the defendant.

Plaintiff remained in the witness-box all day, and faced the continued cross-examination of Mr. Jenkin.

Plaintiff said that it was not until the will was produced as ordered by the Court in connection with another action, that he came to the conclusion that he was not receiving his full share. He had not seen the accounts of his uncle (defendant) though his solicitor told him prior to the proceedings that it had been ascertained that the estate of the deceased had been placed in defendant's name.

Mr. Jenkin continued his cross-examination, and His Lordship adjourned the case until this morning.

A SUCCESSFUL PLEA.

TINSMITH WHO DID NOT NEED SILK FOR HIS BUSINESS.

In the Summary Court yesterday, before Mr. Justice Wood, when a tinsmith was the defendant in an action in respect of silk said and delivered, he stated in support of his contention that he had not ordered the goods, that silk would hardly be required in his business.

Plaintiff was represented by Mr. C. A. S. Russ and defendant by Mr. J. A. Gordon Leask.

After admitting that the "chop" on the delivery order was that of his firm, the tinsmith said it was only the correspondence, "chop," and was used by a guarantor who had no authority to carry out transactions for the firm.

Mr. Justice Wood gave judgment for defendant.

DESTITUTE WELSHMAN.

EX-SERGEANT STOWS AWAY FROM MANILA.

At the Kowloon Magistracy yesterday, before Mr. E. W. Hamilton, Frederick Owen Richards, a native of Carmarthen, Wales, was charged with having stowed away on the *Empress of Canada* from Manila.

Defendant said he was furnished and since he had left Australia, he had done no work. He was an ex-serviceman but his discharge papers had been stolen in Manila. He was not afraid of work but he could find nothing to do. His occupation was coal-mining. He had approached the British Consul who told him that he could be sent home or back to Australia.

An Inspector said that it appeared that defendant had been a sergeant in the Royal Welsh Fusiliers during the war. He was remanded in police custody for 48 hours. His Worship said that he would try to do something for him.

TREACHEROUS AMAH.

SENTENCED FOR ROBBING HER MISTRESS.

Sentence of six months' hard labour was passed on a Chinese amah at the Kowloon Magistracy yesterday for having stolen jewellery and money, valued at \$7,000 from her mistress, a young Chinese married woman, who arrived in Hongkong with her husband on board the *President Grant* on Tuesday from Shanghai. On finding the lock of a suit case tampered with, the young woman examined it, and found her money and valuables missing. Later the police arrested defendant and found the valuables on her.

Defendant said she had been accosted by a strange man who forced her to tell him where her mistress' jewellery and money were kept. He stole them and handed them to her to keep. His Worship, in passing sentence said he was letting her off lightly, for if she had been sent to the Sessions she would probably have been sentenced to 3 years.

'SKYLARKING' CYCLIST.

SMART FINE FOR COLLISION WITH A CHILD.

As a result of having knocked down a little Portuguese child in Chatham Road on Tuesday night a Chinese youth was charged before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday with reckless riding.

Mr. B. F. Remedios, the uncle of the child, said that his little niece was bowled clean over. Defendant did not ring his bell, and he could not avoid the child, as she ran across the road.

His Worship said that he had no doubt that defendant was skylarking, and imposed a fine of \$25 or one month. He added that he had seen European boys doing the same thing, and if they came before him he would fine them heavily.

GAOL FOR YOUNG THIEF.

TALE OF A EUROPEAN TOBER'S RAINCOAT.

At the Central Magistracy yesterday, before Mr. S. R. B. McElderry, A. L. Rumjahn, aged 21 years, unemployed, was charged with the unlawful possession of a rain-coat, valued at \$20, at Wanchai, on May 3rd.

Sergeant MacDonald said that on the night of May 3rd, he saw a European in a ricksha drunk. He asked the man where he wanted to go and the inebriated one replied to Wanchai. The sergeant then informed him that he was at Wanchai and the man then got out of the ricksha. Later defendant came up to witness and asked him what was wrong with the European and witness told him that the man was sick. Witness then walked away and on returning, the European appeared to have recovered himself somewhat and told witness that he was feeling better. Witness questioned him as to whether he had had a raincoat with him when he first arrived, being under the impression that he had noticed one in the possession of the European. The man said that he did have one when he got out of the ricksha.

Asked to come to the police station and make a complaint regarding the loss or theft of the coat, the European refused to do so, saying he did not want to bother about it. On Tuesday witness came across the defendant at Wanchai at 3 o'clock in the morning. After cautioning defendant, witness questioned him about the raincoat. Defendant denied having stolen it, but admitted that he had pawned it at the request of a Malay friend. Defendant pointed out the pawnshop in question to witness, where it was found that he received the sum of \$8 for pawning the article. The owner of the raincoat had not been traced so far.

The pawnbroker stated that the defendant came with another man, a Malay, who did not say anything, to pawn the coat.

Questioned by His Worship as to what he was doing in the streets at three o'clock in the morning, defendant said he went to look for a friend. Defendant added that he was out of a job and was depending on his aunt for maintenance.

His Worship sentenced defendant to two months' imprisonment with hard labour, and made an order that the defendant should be retained by the pawnbroker, but that he should not dispose of it in any way for a period of one month in the event of the rightful owner making a claim for it.

PEAK TRAM TICKETS.

TANGLED TALE OF MISSING COUPONS.

At the Central Magistracy yesterday, before Mr. H. B. Butters, the hearing of the case in connection with the missing coupon books of tickets, the property of the Peak Tramway Co., which was begun on Tuesday, was continued.

It may be remembered that two of the three defendants charged on Tuesday were discharged on that day, one a coolie messenger who was given the tickets to take to the Lower Peak Tramway Station, and said that he lost them by leaving them behind in the car; and the other, the man who was going to pay his fare, but was prevented from doing so by a companion in the car who tendered two of the missing tickets as payment for the fares.

Yesterday the man who tendered the two tickets, Leung Hung, a mason, was charged with the larceny by finding of 95 books of missing coupon tickets, the property of the Peak Tramway Company. With him was also charged a fresh defendant in the case, Leung Chuen, a bricklayer, who was charged with the same offence, after being arrested on Tuesday afternoon.

From the evidence it appeared that Leung Hok, a foreman-contractor came to Mr. L. G. Scott, Superintendent of the Peak Tramway Company, with a number of coupon books of tickets and on being questioned said that he had been given them by Leung Chuen to return to the Company. Leung Chuen was then arrested.

Leung Hok (the foreman contractor) said that Leung Chuen had given him the tickets to return and asked that he should request that the two men in custody should be released.

Inspector Marks said that apparently Leung Chuen got wind of the two men having been arrested and being afraid for himself had given these tickets to Leung Hok to return. It appeared that a number of these tickets had been circulated among the relatives of the two defendants, who were also related to each other.

Leung Hung was sentenced to six weeks, and Leung Chuen to two weeks' hard labour.

THIEF SENTENCED.

VASES STOLEN FROM KOWLOON CHURCH.

A Chinese was sentenced to three months' hard labour by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday for having stolen three vases from the Rosary Church, Kowloon, on Tuesday. He was also sentenced to one month for having stolen a perambulator, the property of Mr. R. Hall, of Observatory Buildings, a fortnight ago. He sold the perambulator to a hawk who was recently sentenced for receiving stolen property.

LOCAL SPORT.

LAWN TENNIS.

LOCALS FINE PLAY AGAINST AMERICANS.

The American "stars" were again at the H.K.C.C. ground yesterday evening. If anything the crowd was larger than that of the previous day. The local players gave an exceptionally fine account of themselves, the Americans, champions though they be, by no means having all their own way.

THE SINGLES MATCH.

T. Honda, the Colony's Singles Champion, played R. Snodgrass in a singles match. Honda played a beautiful game. In the first set he won the first game then Snodgrass drew level. The third game went to Honda, the fourth to Snodgrass, but after the fifth Honda led 3-2, winning a love game. Again the American drew level, only to find our champion take the next game easily. Each then won alternately until the games were 6 all. Honda taking the 7th, but the set finally went to Snodgrass by 7-5, mainly owing to his fast service. In the second set, after brilliant play by both men, the games stood again 6 all and the American winning the 13th and 14th game won the set by 8-6. The American won mainly on his service, but Honda continually beat him with long cross shots, and his net play was generally successful. But he could not serve nor volley to such effect as Snodgrass, and thereby lost.

THE DOUBLES MATCH.

The doubles match between the Kinsey brothers and Capt. O'Callaghan and Ng Sze Kwong was a display of excellent lawn tennis, the locals giving a brilliant performance. In the first set after four games, the locals led 3-1, but with the 6th game the Americans drew level. The tenth game saw the score 5 all, after which the Kinseys won the next two games, taking the set by 7-5.

The second set showed the same score with the Kinseys the winners, and they took the last set by 6-1. But though they took all three sets, their task was not an easy one. O'Callaghan was often brilliant with his long drives and tricky net play. Ng Sze Kwong often gave glimpses of his former brilliance, a cross shot of his in the first game of the second set being the finest shot of the game. He played superior tennis to that of the previous evening when he met Snodgrass in a Singles match. H. Kinsey was again brilliant, with his drives and services. R. Kinsey did not play well at the beginning but before the game ended his net play and hard hitting were wonderful.

TO-DAY'S GAMES.

The fixtures for to-day have been slightly changed: The doubles match between H. Snodgrass and R. Kinsey and Ng Sze Kwong and Dr. Tottenham will be for three sets only. This match will be followed by one or two sets between the Kinsey brothers and Capt. O'Callaghan and H. Snodgrass.

BASEBALL.

Providing the weather allows, the first baseball practice match of the season has been arranged to take place this afternoon on the ground of the Hongkong Football Club at Happy Valley, a friendly game having been arranged against a Filipino side.

No meeting of the League is to be held until after May 27th when it is expected that the South China Athletic Association's team will have arrived back from Manila.

Except on May 16th and June 1st, when the ground will be required for other events, the field will be available for use by the Baseball League for the remainder of the season.

CINEMA NOTES.

QUEEN'S THEATRE.

"The Seventh Day" is good enough entertainment for the seventh day and all the other six. While it might be stretching a point to say that it is the best entertainment the screen has ever had, there is little question but that Richard Barthelmess, who won his sensational spurs as star with "Tolable David" has followed it up with a picture of unusual interest. Its opening at the Queen's Theatre yesterday was auspicious.

An unknown Chinese, aged 40 years, who attempted to commit suicide by jumping into the Harbour at Connaught Road West on Tuesday, was taken to the Government Civil Hospital, after being rescued from drowning by an Indian watchman.

At the Kowloon Magistracy yesterday before Mr. E. W. Hamilton a Chinese woman was remanded on a charge of having obtained \$70 by false pretences from a Chinese man, by purporting that she was a widow.

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CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BELGIAN CABINET.

M. VAN DE VYVERE IS SUCCESSFUL.

BRUSSELS, May 13th. M. Van de Vyvere has succeeded in forming a Cabinet. The Portfolios are unchanged except as follows:—
Premier—M. Van de Vyvere.
Finance Minister—M. Van de Vyvere.
Minister of Justice—M. Theodores (Former Deputy).
Minister of Defence—Gen. Hellebaut.

INTERNATIONAL LABOUR.

GENEVA REPORT ON PROBLEM OF REFUGEES.

GENEVA, May 13th. The yearly report of the International Labour Office says that, except for small states, the only sovereign states not yet in the international labour organisation are the United States, Mexico, Turkey, Egypt and Russia.
But the Labour Office has been able to establish relations with them.
Dealing with the Russian and Armenian refugees, the report estimates the Russian refugees at 1,500,000 and the Armenians at 250,000. The work of distributing the refugees has hardly begun yet, but it is hoped the problem will be solved by vigorous sustained administrative action.

MORE COSTLY TYRES.

MANUFACTURERS RAISE PRICES TEN PER CENT.

LONDON, May 13th. In consequence of the rise in the price of rubber, tyre manufacturers are increasing their prices by 10 per cent.

PRINCESS ROYAL.

CONTINUES TO MAKE GOOD PROGRESS.

LONDON, May 13th. A bulletin, issued to-day, states that the Princess Royal continues to make good progress.

EARLIER CABLES.

ANGLO-RUSSIAN TRADE.

BRITISH LABOUR TO ACCEPT SOVIET INVITATION.

LONDON, May 12th. The Labour party have provisionally accepted the official Russian invitation to send a deputation to Russia in the summer to study the possibilities of improvement in Anglo-Russian trade.
Mr. W. Mackinder (Lab., Shipley), Mr. J. Seaur (Lab., Mile End), Mr. J. Maxton (Lab., Bridgton), and Mr. R. C. Wallhead (Lab., Northey) are among the names which are being considered.

APPLICATIONS REFUSED.

In the House of Commons, Hon. W. E. Guinness, Financial Secretary to the Treasury, in the course of replies, stated that the applications from Soviet trading organisations known as Aroos and Centrosyos to Great Britain for guarantees amounting to £2,000,000 and £100,000, respectively, under the Trade Facilities Act last June were turned down purely on their business merits.

Hon. Guinness added that it was the Government's policy to refuse credit facilities to the Soviet or their agents until they had restored creditors' confidence. It was asserted, the Soviets' difficulties were complicated by the fact that they had to pay 24 per cent. on the money market, it was to be attributed to their financial record and lack of security.

TSARIST GOVERNMENT DEBT.

QUESTIONS IN COMMONS REGARDING SETTLEMENT.

LONDON, May 12th. In the House of Commons, replying to Mr. R. A. Taylor (Lab., Lincoln), whether the five ex-Russian border States, such as Finland and Poland, had yet settled the proportion of the Tsarist Government Debt contracted by the municipal authorities within their frontiers, Hon. W. E. Guinness, Financial Secretary to the Treasury, said that none of them had made any definite arrangements either in respect of the imperial debt or to the British bondholders of the Riga and Vilna loans.

TRADE FACILITIES' ACT.

The benefits of the Overseas Trade and Trade Facilities' Acts were available to the States under notice, but the factor in considering a grant to applications would be the punctuality with which Governments and Municipalities had discharged their obligations.

BRITISH PENSIONS' BILL.

LABOUR AND OPPOSITION TO MOVE REJECTION.

LONDON, May 12th. The Labour and Opposition parties in the House of Commons have decided to move the rejection of the Government's Pension's Bill, pending knowledge of the length of the summer recess.

ITALIAN AIRMAN.

CALCUTTA, May 12th.

Major Depinedo has arrived here.

LATEST CABLES.

BOUND FOR AKYAB.

CALCUTTA, May 13th.

Major Depinedo has left for Akyab.

PRESIDENT HINDENBURG.

ISSUES MANIFESTO TO ARMY AND NAVY.

BERLIN, May 12th. President von Hindenburg, on taking over the chief command in accordance with the Constitution, issued a manifesto to the army and navy, greeting them with pride.

The President says that they led the German people to the only road upon which reconstruction is possible, namely, hard discipline and loyalty. They built up on the old principle of duty and sacrifice, and their activity was intended for the service of the people and the State, to be true to the task imposed upon them by the Constitution.
President von Hindenburg read a statement affirming that he would devote himself to the task of uniting the German people.

CHEERS OF DEPUTIES.

The Deputies rose from their seats and gave three cheers for the German Republic.

President von Hindenburg left accompanied by the Ministers, and he took the salute by the regiment of Reichswehr, the crowd chanting "Deutschland ueber alles."

President von Hindenburg, in a manifesto to the German people, says that he will be true to his oath, and that he will devote all his energies to guarding the Constitution and laws. "Let us strive through honest and peaceful work to gain that recognition of other nations to which we are entitled, and to free the German name from the unjust stain still lying on it to-day."

President von Hindenburg took the oath of the Republic in the Reichstag, standing at a table covered with the Republic flag.

CRIES OF COMMUNISTS.

The building was packed, and the approaches were thronged. When President von Hindenburg entered, all rose, except the Communists, who shouted in unison "Down with the Monarchist President!" And then they went out bodily.

After President von Hindenburg had taken the oath, the Socialist President of the Reichstag, Herr Loeb, spoke, hoping that the economic reconstruction of Germany which had been begun by the late President Ebert, and also the policy of mutual understanding in foreign affairs would be continued.

SUICIDE IN PRISON.

FOE OF BOLSHIEVISM TAKES HIS OWN LIFE.

MOSCOW, May 12th. Boris Savinkoff has committed suicide in prison.
A few hours previously he wrote to M. Dierpinsky, head of the Police, begging for his liberation. He received a hopeless answer and threw himself from the fifth-floor window, being killed instantly. (Boris Savinkoff was a well-known anti-Bolshevik, who was alleged to be the leading spirit of the most counter-revolutionary plots, in recent years, operating outside Russia. He was arrested on Russian territory on August 20. He was tried and sentenced to death, but recommended to mercy in consequence of a remarkable statement, in which he said that he considered all his counter-revolutionary activities were mistaken. He recognised the justice of the revolution and acknowledged that he was guilty of the charges brought against him, adding: "I recognise the power of the Soviet and say, 'He who loves the Russian nation must recognise the Soviet power.' I do not ask for pity.")

OUTRAGE AT SOFIA.

FINES IN ADDITION TO SENTENCE OF DEATH.

SOFIA, May 12th. In addition to sentences of death seven of the persons sentenced in connection with bomb outrage on the Cathedral, including Friedman, have been fined half a million leva each; Zudgorski, a quarter of a million leva; and Daskaroff and Kambovot 30,000 leva respectively.

FRANCE AND GERMANY.

PARIS VIEWS OF PACT OF GUARANTEE.

PARIS, May 12th. The French viewpoint regarding Germany's guaranteed pact proposal is embodied in a draft Note to Germany already handed to the British and Belgian Governments.

The summary that has been published states that the Note is profoundly pacific and emphasises willingness to co-operate with Germany in attaining supplementary guarantees for peace, provided the present treaties and conversations are not weakened and the rights and interests of the Central European states are not impaired.

INDUSTRIAL CONGRESS.

NINETEEN NATIONS PRESENT AT MEETING.

ROME, May 12th. Nineteen countries, including South Africa and Japan, are represented at the Congress of International Industrial Organisations, which was opened at Stresa on Monday.

The Minister of Economy welcomed the delegates.
The speeches emphasised that the Congress aimed at establishing harmony among the various national economic organisations and sought to reconcile the interests of capital and labour.

GOLD FROM ARGENTINE.

BUENOS AIRES, May 12th.

A decree has been issued to-day, permitting the export of gold from June 15th.

CRICKET AT HOME.

LATEST RESULTS OF MATCHES TO HAND.

LONDON, May 12th. At Birmingham, Worcester beat Warwick by 38 runs. Worcester scored 251, (Tarbox 108 not out) and then 144 (Ad-head 51). Quailie taking 4 for 31.
Warwick compiled 212 (Wyatt 58). Root taking 3 for 75, and then 145.

At Lord's, Middlesex lost to Essex by 77 wickets. Middlesex scored 98, Loudon taking 5 for 41, and then 61, Loudon taking 4 for 26 and Hipkin 4 for 18. Essex compiled 63, Tanner taking 5 for 13, and then 33 for 3 wickets.

At Bristol, Yorkshire beat Gloucester by 119 runs. Yorkshire compiled 116, Parker taking 5 for 49, then 77 for 4, declared. Gloucester scored 82 and 42. Macaulay and Kilner in the first innings taking 3 for 31 and 4 for 24 and in the second 6 for 30 and 4 for 10, respectively.

At Cambridge, Lancashire and Cambridge drew. Cambridge scored 260 (Enthoven 78), Dick Tyldesley taking 7 for 62, and then 172 (Dulcey Sinji 55). Tyldesley taking 4 for 33. Lancashire compiled 281 (Sheldermine 91), Meyer taking 5 for 80, and then 71 for one wicket.

FINANCES IN FRANCE.

M. CAILLAUX ANNOUNCES PROPOSED LOAN ISSUE.

PARIS, May 12th. In submitting his proposals, M. Caillaux told the Finance Committee that France's share under the Dawes annuities should be earmarked for the purpose of completing the reconstruction of the devastated regions and the redemption of the later Allied Debt, instead of being included as credits in the Budget.
Mr. Caillaux announced that the Government proposed to issue a loan liquidating the Dawes annuities.

THREE BILLARDS WANTED.

M. Caillaux estimated the deficit in the 1925 Budget at four milliard francs, for which he was allowing half a milliard francs in respect of departmental economies. Three and a half milliard francs would have to be found, and this would be raised, *inter alia*, by an increase of indirect taxes on tobacco and alcohol, and an increase in certain schedules of income, notably those affecting securities and agricultural profits, and also the creation of *regies*. It is reported, in connection with oil and insurance.

ARMS CONFERENCE.

ANXIETY AT GENEVA WITH REGARD TO RUSSIA.

GENEVA, May 12th. The Roumanian and Polish delegates in particular displayed much anxiety during an important discussion in the general committee of the Arms Conference in regard to the obligation to give publicity concerning supplies of arms.

They contended that they should be exempted from affording information so long as a neighbouring country, meaning Russia, was not a party to the proposed convention.

Mr. Burton declared that the United States in all circumstances would give the fullest publicity regarding arms shipments, and the United States Government and people would be greatly disappointed if the convention did not sufficiently provide for publicity.
The discussion was adjourned.

OPERATIONS IN MOROCCO.

PREMIER PAINLEVE DESCRIBES SITUATION AS DELICATE.

PARIS, May 12th. Premier Painlevé, replying to a question after the meeting of the Cabinet, said that the situation in Morocco was delicate, but the operations, which hitherto had only been on a small scale, were not so serious as those of former years.

CANON OF WESTMINSTER.

PREACHES IN WEMBLEY CATHOLIC ORATORY.

LONDON, May 12th. The Canon of Westminster Cathedral preached a special sermon at the opening of the Wembley Catholic Oratory to-day.
Rev. Lesse Jourques, who has just arrived from Tibet, was present.

FIGHTER NOT SAILOR!

JACK DEMPSEY HAS RAN CROSSING.

LONDON, May 12th. Jack Dempsey and his wife have arrived from America, on their honeymoon. Dempsey could not appear at a promised exhibition bout at the National Sporting Club as it is stated he has lost weight through seasickness.

CHURCH OF SCOTLAND.

THIRD READING OF BILL PASSED COMMONS.

LONDON, May 12th. The House of Commons passed the third reading of the Church of Scotland Bill.

SALE OF SHIPS.

COMMONWEALTH SHIPPING BOARD DISPOSE OF FLEET.

SYDNEY, May 12th. The Commonwealth Shipping Board has disposed of the whole eleven ships of the *Austral* type for £250,000, including seven which have been sold to Japan.

LATEST CABLES.

OBITUARIES.

LORD MILNER.

LONDON, May 13th.

The death is announced of Lord Milner, K.G., G.C.B., G.C.M.G.
[The late Lord Milner, who was in his 71st year, was Secretary of State for the Colonies, 1919-1921, after being Minister without Portfolio in the Government formed in December, 1918, until April, 1919, when he was appointed Secretary of State for War, 1918-1919. He was Governor of the Transvaal and Orange River Colony, 1901-1905, and High Commissioner for South Africa, 1897-1903. He was educated in Germany, King's College, London; Balliol College, Oxford; M.A., 1st class Classical; Fellow of New College, Oxford. Barrister of the Inner Temple, 1881. From 1882-1885 was mainly engaged in journalism, and served under the late Mr. Staud on the *Pall Mall Gazette*. He was Hon. D.C.L. Oxon and LL.D. Cambridge. In 1921, he married Violet Georgina, daughter of the late Admiral Frederick Augustus Maxse, and widow of Lord Edward Cecil, of Great Wigwell, Bodiam, Sussex. His publications included "England in Egypt," "The Nation and the Empire" and "Questions of the Hour."]

SIR STEPHEN LEECH.

LONDON, May 12th.

The death is announced of Sir Stephen Leech.

[The late Sir Stephen Leech, K.C.M.G., was born on July 2nd, 1841. He was educated at Eton and Magdalen College, Oxford. He entered H.M.'s Diplomatic Service as Attaché in 1868, became Third Secretary in 1890; Second Secretary in 1894; First Secretary, 1904; Councillor of Embassy, 1907; Minister Resident, 1908; Envoy Extraordinary and Minister Plenipotentiary in 1913. He was employed at Berlin, Brussels, Constantinople, Lisbon, Rome, Copenhagen, Christiania, Peking, Cuba, Haiti and Santo Domingo. He retired in 1920.]

REUTER'S AMERICAN SERVICE.

MISS AMY LOWELL.

BROOKLINE, MASS., May 13th.

The death is announced of Miss Amy Lowell, the American authoress.

[The late Miss Lowell was born on February 9th, 1874 at Brookline, Massachusetts. Among her publications are: "A Dome of Many-Coloured Glass," 1912; "Sword Blades and Poppy Seed," 1914; "Six French Poets," 1915; "Men, Women and Ghosts," 1916; "Tendencies in American Poetry," 1917; "Can Grande's Castle," 1918; "Pictures of the Floating World," 1919.]

WORLD'S GREATEST INVESTOR.

MR. HOOVER'S DESCRIPTION OF THE UNITED STATES.

WASHINGTON, May 13th. The United States are now the world's greatest investor, declares Mr. Hoover (Secretary of Commerce), in his Annual Report to the Department of Commerce.

The Report shows that, as the result of foreign trade and financial exchanges in 1922, the total of American investments abroad has increased by \$1,000,000,000 to over \$9,000,000,000.

The cost of bootlegged foreign liquors is estimated at \$40,000,000.
The increase of deposits of foreigners in American banks is \$216,000,000; remittances of immigrants homeward \$300,000,000.

American missionary and charitable expenditures abroad is placed at \$55,000,000.

The United States in 1922 established a credit total of \$3,970,000,000 for goods and services rendered abroad, while foreigners earned credit of \$4,132,000,000 in America, including the credit arising from Americans lending to foreign borrowers. The difference is largely accounted for by \$216,000,000 left on deposit in banks by foreign borrowers and traders against future drafts.

Mr. Hoover says that the United States' position in international finance is stronger than ever.

As regards imports and exports, the Goods' Report shows that the United States had a favourable commodity trade balance of \$970,000,000 for the year, while the United States imported \$258,000,000 more gold than was exported; and exported \$36,000,000 more silver than was imported.

EARLIER CABLES.

PROHIBITION IN U.S.A.

RUM FLEET NOW APPEARS OFF CALIFORNIA.

NEW YORK, May 12th. Just at the moment when the authorities were beginning to rejoice at their apparent success in dispersing the rum fleets on the Atlantic coast, it is reported from California that a considerable rum fleet has appeared on the Pacific coast.
Five 10,000 ton steamers stocked with liquor are reported to be lying off San Diego flying the British and Belgian flags. The coastguards are said to have confessed that the rum fleets' customers' launches proved too speedy for the "dry" to overtake them.

FRENCH DEBT TO U.S.A.

CONCRETE NEGOTIATIONS ALREADY ENTERED UPON.

WASHINGTON, May 12th. President Coolidge is of the opinion that the Franco-American Debt discussions have entered the stage of definite concrete negotiations, and he felt hopeful of a satisfactory settlement.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ANOTHER FIRE IN JAPAN.

TWO THOUSAND BUILDINGS ARE DESTROYED.

TOKYO, May 13th. Fire destroyed 3,000 buildings at Kumagata this morning, including the station, the Commercial College, Silk Factory and Town Hall.

Casualties, including deaths, are reported but the numbers are not yet known.

THE "DORIC" INCIDENT.

IMPOSSIBLE YET TO ACCEPT CHINESE APOLOGY.

SHANGHAI, May 13th. The Acting British Consul-General, Mr. J. T. Pratt, C.M.G., pointed out to the Chinese Admiral yesterday, that, owing to the gravity of the offense of the Chinese gun-boat's crew having fired on the British houseboat, *Doric*, it was impossible then to accept the Chinese apology.

Mr. Pratt said he must be first satisfied that the guilty officer had been adequately punished.
The question of compensation, said the Consul-General, must wait to be fixed later.

JAPAN AND AMERICA.

TOKYO-TO-MAKE-LIQUOR-TREATY WITH WASHINGTON.

TOKYO, May 13th. The Japanese Foreign Office is negotiating a Liquor Treaty with America, similar to the Anglo-American Treaty, permitting the searching of Japanese ships, outside territorial waters, and allowing Japanese vessels to carry liquor conditionally in American waters.
The treaty will not apply to the Philippines.

CHINA INDEMNITY BILL.

HOUSE OF LORDS PASSES SECOND READING.

VARIED VIEWS EXPRESSED.

LONDON, May 12th.

The House of Lords passed the second reading of the China Indemnity Bill.
The Archbishop of Canterbury said he believed that Anglo-Chinese co-operation would permanently benefit China as a whole.

Lord Palmer pointed out that similar action taken by America years ago had importantly influenced American popularity in China.

GESTURE OF FRIENDSHIP.

Lord Arnold described the Bill as a gesture of friendship to China. He hoped that the money would not only be spent in Peking, but would be spread over a wider area.

ENGLAND'S GREAT MESSAGE.

The Bishop of Exeter remarked that the generosity of America to China was perhaps unprecedented in the world's history, but it had had some unfortunate results. He related a visit he had made to a Chinese school wholly managed by Americans. He found that in teaching history emphasis was laid on the rebellion in the American colonies against England. Influence of that kind of teaching persuaded the Chinese to proceed through revolution. It was most unfortunate that English influence in education had not been greater. England was able to give the world a message that any country could develop by peaceful methods without any catastrophic change.

[FROM THE "DAILY BULLETIN."]

TOKYO PLANS NEW LOAN.

AWAITING FAVOURABLE MOMENT FOR FLOTATION.

TOKYO, May 12th. The Mayor of Tokyo states that the Municipality intend to issue another foreign loan for restoration work in connection with the earthquake, but steps have not yet been taken, pending a more favourable moment later.

ARGENTINE AVIATOR.

MAJOR ZANNI IS LEAVING FOR ALASKA.

TOKYO, May 12th. Major Zanni, the Argentine aviator, is probably leaving Kasumigaura for Alaska on the 24th inst.

If the Soviet refuses to permit him to land at Petropavlovsk, Major Zanni proposes alighting on the surface of the sea.

JAPANESE AVIATORS.

"ASAHI" FLYERS ARE STARTING FOR EUROPE IN JUNE.

TOKYO, May 12th. The *Asahi* flyers will probably start for Europe early in June, but the Soviet refuses permission to land beyond Moscow, for which no reason is given.

THE AMERICAN BUDGET.

PRESIDENT ADVISED THAT SURPLUS IS EXPECTED.

WASHINGTON, May 12th. The Director of the Budget Bureau has advised President Coolidge that he feels confident of a Government surplus of \$199,000,000 in the fiscal year ending June 30th, the amount by which the President has been hoping receipts will exceed expenditure.
The Director's latest estimate exceeds his estimate of last autumn by \$67,000,000, which he attributes to heavier revenue returns and the Post Office Department's receipts.

POLITICAL SITUATION IN CHINA.

[THROUGH REUTER'S AGENCY.]

LEGATION TO EMBASSY.

JAPAN RAISING STATUS OF MINISTER TO CHINA.

TOKYO, May 13th. The Japanese Legation in Peking is probably becoming an Embassy next week. Mr. Yoshizawa will be the first Japanese Ambassador to China.

[FROM THE "DAILY BULLETIN."]

PEKING STUDENTS.

PETITION AGAINST MINISTER OF EDUCATION.

PEKING, May 12th. In spite of the settlement reached yesterday, a group of students from Peking Government University to-day petitioned Tuan Chi Jui urging the dismissal of the acting Education Minister. It is stated that the Government refused to consider the petition, as the University was a party to the compromise.

THE PIRACY PROBLEM.

(Continued from page 4.)

27.—We were informed by the representative of the Mercantile Marine Department, Board of Trade, that experiments with automatic wireless apparatus had given good results in this country, but that, at the time of our enquiry, it was not certain whether the apparatus would be successful under tropical conditions. In order to test this, a ship fitted with such apparatus was on its way to India and it was hoped that at no distant date, it would be known whether the apparatus could be regarded as sufficiently effective to be licensed by the Board of Trade.

28.—We recommend therefore that the fitting of some form of wireless apparatus, and the carrying of trained operators, should be made obligatory on all ships subject to the Piracy Regulations; and that as a corollary the Admiralty should be asked to consider what steps should be taken to render the Naval vessels able to receive distress calls from river steamers.

29.—In view, however, of the information given to us as to the experiments with automatic wireless apparatus which were being conducted, we consider that the question of the type of apparatus to be prescribed should be deferred.

OBLIGATORY INSURANCE OF OFFICERS.

30.—The fifth resolution refers to the lack of adequate provision for the dependents of officers who may be injured or lose their lives by reason of their resistance to piratical attacks. We recognize that this matter cannot fail to have an effect on the mind of an officer confronted with the necessity of deciding the degree of resistance to offer when attacked, and we are in entire sympathy with the views of the Guilds that proper provision should be made.

31.—We were informed that the Hongkong Government had announced on the 25th of April 1923 that in the event of the death or disablement of an officer on a ship on the Hongkong register, by reason of piratical attacks, grants would be made by Government to the officer or his estate provided the Piracy Regulations have been properly observed. Our attention was however drawn to the following paragraph in the *Gazette* Notification in which this scheme was announced:—

"This undertaking on the part of Government is not intended to relieve Shipping Companies of their responsibilities in the matter of the insurance of their officers but is intended to supplement such arrangements as may be made by the Companies."

We are in complete agreement with the principle underlying this announcement. In our view the responsibility for making provision for the dependents of their officers should rest with the ship owners, and not with the Government. In the first instance therefore we consider that the Guilds make every endeavour to induce the Companies to institute a system of insurance voluntarily. If, however, the ship owners are obdurate, we consider that the Hongkong Government should consider the question of making it obligatory on them either to insure their officers adequately or to defray the cost of an adequate Government scheme of insurance. We have the honour to be, Sir, Your obedient servants.

(Sgd.) A. G. M. FLETCHER,
E. R. CARSON,
S. P. WATKINSON,
W. TOWNKINSON,
J. J. PASKIN (Secretary).

Mr. R. A. Rodgers, the exchange broker and formerly manager of the Russo-Asiatic Bank, is leaving with Mrs. Rodgers and family on the *President Taft* on May 23rd for a few months holiday in the United States.

An armed robbery was perpetrated on a junk lying in the Yau-mai Typhoon Shelter at midnight on Tuesday, May 8th, the master of the junk, Mr. Dohill, reported to the police that three men, armed with revolvers and daggers, came on board the junk, woke up the crew and told them to keep quiet. Those on the junk were then tied up with rags, after which the robbers sacked the boat and stole

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

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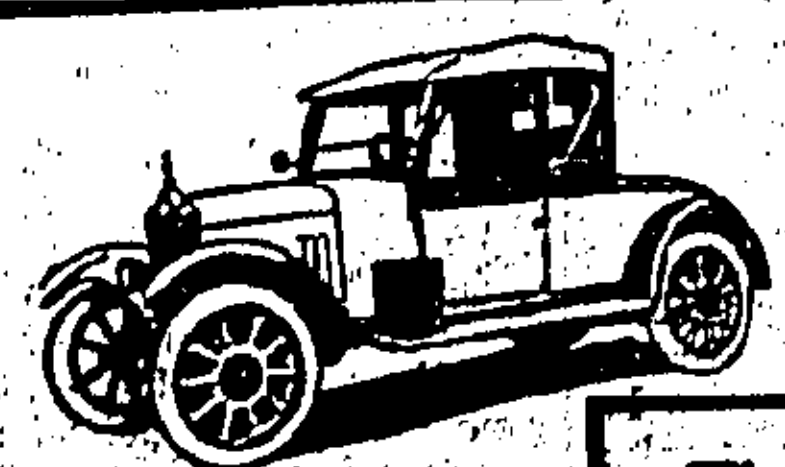
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HAPPY IN A BATH SHEET. WOMEN'S FASHIONS CRITICISED: HUMOUR AT LACE TRADE INQUIRY.

Mr. John Jacoby, governing director of Messrs. Jacoby & Co., Limited, Wood Street, London, created much amusement at the Board of Trade inquiry into the application of the Nottingham lace and embroidery manufacturers, for the imposition of an *ad valorem* duty on imported machine-made lace and embroidery at the Law Courts recently.

He said he did not agree that some of the fashionable articles of the trade were necessary.

"A woman could be quite happy in a bath-sheet," he remarked. "Our whole trade is entirely useless. It is solely luxury. I am ashamed of being in it. It is opposed to my social ideas." (Laughter.)

Mr. C. E. Loechey (for the Nottingham firms) made a vigorous protest against the criticisms of witnesses at previous sittings who had said that the Nottingham industry was handicapped by antiquated methods and lack of initiative.

The manufacturers, he said, repudiated those allegations with all the vigour and contempt of which they were capable.

Mr. Loechey said he noticed that considerable prominence had been given to the suggestions that Nottingham methods were inefficient.

Mr. Loechey: You understand that, if unfettered, those assertions might do very great damage to the English trade, not only in the home market, but in the markets of the world.

Mr. Jacoby: Yes, but more damage will be done if the criticisms are not acted upon. If Nottingham manufacturers visited the factories abroad they would see what artistic work is being turned out in comparison with the primitive efforts of Nottingham.

He said he had often commented that protection tended to make manufacturers lazy and careless.

GERMAN LACE IN NOTTINGHAM.
Mr. J. C. Cocking, buyer for Messrs. Copstake, Crumpton, and Company, Ltd., of London and Nottingham, recalled, was asked if he could give the proportion of German good purchased by his firm.

He replied that he could not, as he had bought a proportion of them through Nottingham.

Mr. Loechey: Did you buy much German lace via Nottingham?—One very big parcel.

Mr. J. N. Finlay, buyer for Messrs. Oliver, Andersen, and Company, Ltd., warehousemen, of Falcon Street, London, said he had approached a manufacturer in Nottingham about the manufacture of a "Princess Mary" collar, but his suggestion was not carried out. Within the last three years the turnover of the article, as imported from Germany and Switzerland, had reached between £20,000 and £30,000. The collars could have been produced by the manufacturer referred to at an initial outlay of £50.

THREE MONTHS AFTER BANNS. PLEA THAT WEDDING WAS INVALID.

A hundred-years-old Act was pleaded at Hastings, last month, when a man was charged with perjury by making a false declaration in a notice of marriage.

A young woman said that defendant arranged to marry her at the Hastings register office on March 9th. She kept the appointment at the office, but he did not turn up. She was later informed that he was already married and had a child.

The solicitor, defending, submitted that the man's marriage to his present wife was not valid. According to the Marriage Act of 1833 a marriage was invalid if more than three lunar months elapsed between the date of the first publication of the banns in church and the actual ceremony.

The banns were first called on February 24th, 1918, and the marriage did not take place until June 25th of that year.

The verger of St. Mary Magdalen Church, St. Leonards, where the marriage took place, said that more than 3 months elapsed between the time the banns were first called and the wedding.

Mr. Paling, for the Public Prosecutor, pointed out that if that argument was accepted the man's 5 children would be made illegitimate.

The clerk said the Act also laid down that a marriage was valid unless there was guilty knowledge on the part of both parties that the banns were not in order.

Mr. Glenister said a conversation took place between the man and his wife before the wedding which would tend to support his argument, but the Bench ruled that such evidence was inadmissible and committed the man for trial, bail being allowed.

MISS MARY STURGEON. LADY BIOGRAPHER'S TRAGIC DEATH.

Miss Mary Sturgeon, a talented English author, fell overboard on April 2nd from the liner *Morton Bay*, in which she was returning to England. In spite of the fact that the *Morton Bay* was steaming at 10 knots, the body was recovered within 15 minutes. Efforts at resuscitation failed, and the body was buried at sea.

Miss Sturgeon published in 1922 an interesting biographical study of the two ladies who wrote, under the name of "Michael Field," poetry which aroused the admiration of persons of taste and discrimination. They were Miss Katharine Bradley and Miss Edith Cooper, aunt and niece, and they wrote in complete unison 27 tragedies, eight volumes of lyrics, and a

(Continued on next column).

CARDS AT CHURCH. "THE SOLDIER'S PRAYER BOOK AND PERPETUAL CALENDAR."

A TALE TOO GOOD TO BE TRUE.

A private soldier belonging to the 42 Regiment was taken before the Mayor of Glasgow for playing cards during Divine Service. The Sergeant commanded the soldiers to Church and when the Parson read his prayers and took his text, those who had a Bible took it out, but this soldier had neither a Bible nor a Common Prayer Book, but pulling out a pack of cards he spread them out before him. He first looked at one card then at another. The Sergeant of the Company saw him and said "Richard put up the cards, this is no place for them." "Never mind that," said Richard.

When the Service was over, the Constable took Richard prisoner and brought him before the Mayor.

"Well," said the Mayor, "What have you brought this soldier here for?" "For playing cards at Church," "Well soldier, what have you to say for yourself?" "Much Sir, I hope," "Very good," said the Mayor, "I have nothing but a Common pack of cards and I hope to satisfy Your Worship of the purity of my intentions."

"Very good," said the Mayor. Then spreading out the cards before the Mayor, he began with the Ace.

"When I see the Ace it reminds me there is but one God. When I see the deuce it reminds me of Father and Son. When I see the three it reminds me of Father, Son and Holy Ghost. When I see the four it reminds me of the Four Evangelists that preached, viz., Matthew, Mark, Luke and John. When I see the five it reminds me of the five wise virgins, that trimmed their lamps. There were in but 5 were fools and were turned out. When I see the six it reminds me that in six days God made Heaven and Earth."

When I see the seven it reminds me that on the 7th day that God rested from the work he had made and hallowed it. When I see the eight it reminds me of the eight righteous persons that were saved when God drowned the World, viz.: Noah and his wife, his three sons and their wives. When I see the nine it reminds me of the nine lepers that were cleansed by Our Saviour. There were 10 but nine never returned thanks. When I see the ten it reminds me of the ten commandments which God handed down to Moses on a table of stone. When I see the King it reminds me of the Great King of Heaven which is God Almighty. When I see the Queen it reminds me of the Queen of Sheba who went to hear the wisdom of Solomon for she was as wise a woman as he a man. She brought with her fifty boys and fifty girls all dressed in boys' apparel for King Solomon to tell which were girls. King Solomon sent for water for them to wash themselves, the girls washed to the elbows and the boys to their waists. So King Solomon told by this."

"Well," said the Mayor, "You have given me the description of every card in the pack except one."

"What is that?" said the soldier. "The Knave," said the Mayor. "I will give Your Honour a description of that too if you will not be angry."

"I will not," said the Mayor, "if you will not term me the 'Knave'."

"Well," said the soldier, "the greatest Knave that I know of is the Constable that brought me here."

"I do not know," said the Mayor, "whether he is the greatest Knave, but I know he is the greatest fool."

"When I count how many spots in a pack," continued the soldier, "I find three hundred and sixty-five as many as there are days in the year."

"When I count the number of cards in the pack, I find there are fifty-two as many weeks as there are in the year, and I find from suits the number of weeks in a month. I find there are twelve picture cards in the pack representing the number of months in the year, and counting the tricks I find three years, and counting the weeks in a quarter. So you see Sir, the pack of cards serves for a Bible, Almanac, and a Common Prayer Book."

"But," said the Mayor, "there are only three hundred and sixty-four spots in the pack and there are three hundred and sixty-five days in a year."

"Sure Your Worship," said the soldier, "but you have left out the Joker."

"Well," said the Mayor, "You are an intelligent witty and entertaining Joker yourself. Go in peace and I present you with a Bible and a Common Prayer Book."

Women should seek the type of clothing which best frames their beauty, and never vary from it.—*M. Romain de Tiroff, Ede.*

marque. Miss Sturgeon related in her book that one evening in 1885 Robert Browning, having met two quiet ladies who had come to London from Bristol, suddenly announced at a dinner-party given by Stopford Brooke, "I have found a new poet," whereupon several voices cried simultaneously, "Michael Field!" Miss Sturgeon also wrote "Women of the Classics" (1914), in which she described, with abundant quotation, the women of Homer and of Attic tragedy and Virgil's Dido. In 1918 she published "Studies of Contemporary Poets," including Lascelles Abercrombie, Rupert Brooke, W. H. Davies, Walter De la Mare, W. W. Gibson, John Massfield, Margaret L. Woods and "An Irish Group." In 1921 Miss Sturgeon produced a large volume on Westminster Abbey, with illustrations by Louis Weirter.



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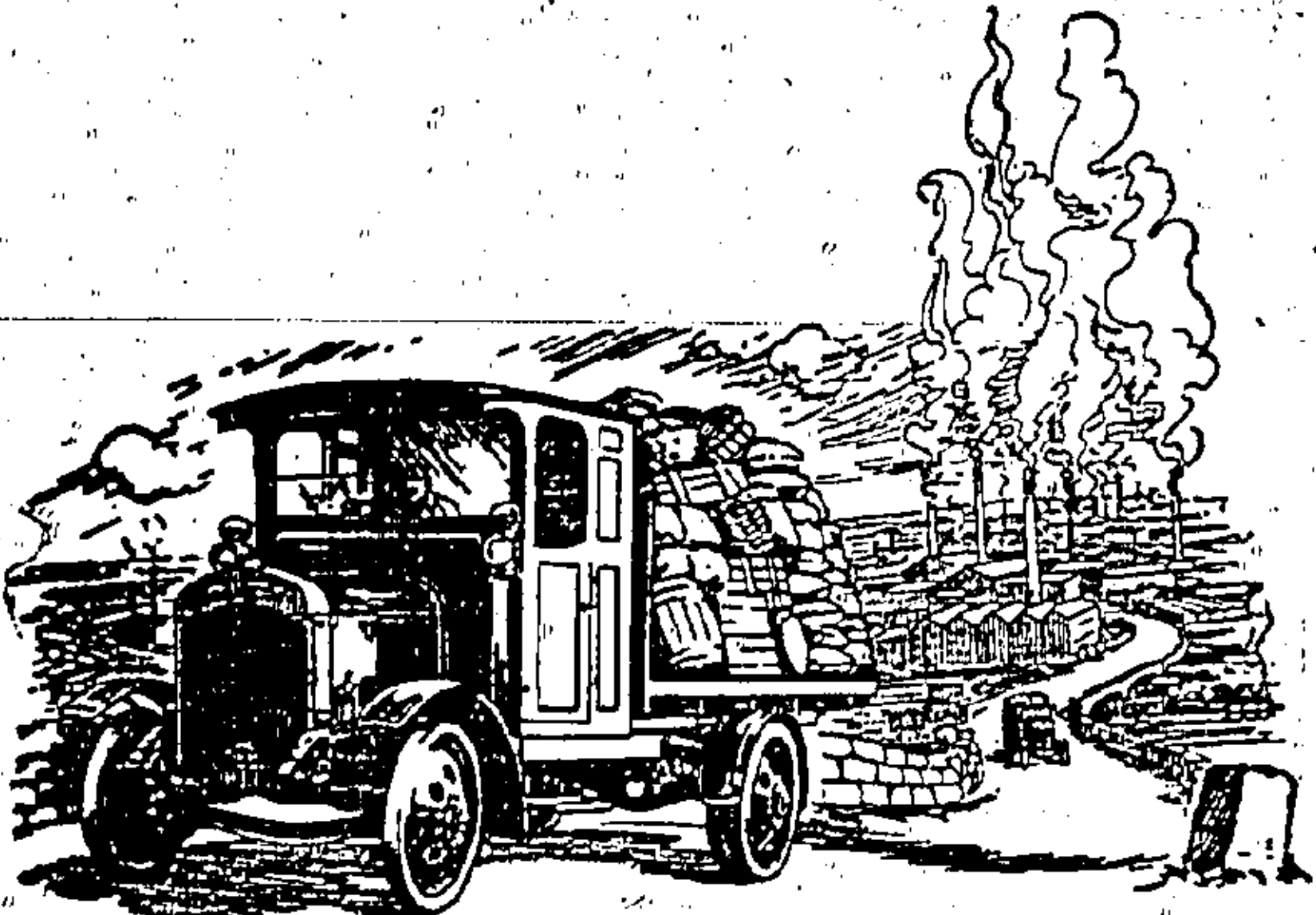
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LAUNCH OF THE 'BATAAN'
NEW FERRY STEAMER FOR
MANILA.

On Tuesday Messrs. W. S. Bailey & Co., Ltd., launched the steamer *Bataan* from their shipyard in Kowloon Bay.

The vessel is a steel twin screw steamer of 141 feet in length, built to the order of Messrs. Teodoro R. Yanco of Manila and intended for the ferry service with cargo and passengers between Manila and Bataan where, with a speed of 12 knots the *Bataan* will replace two of the existing and slower vessels.

There were present at the launching Mr. Pio Y. Corpus, representing the owners, Jose Estrada, Arturo Corpus and Victoriano Corpus, also Messrs. Hall, Jack, Goodwin, Haslett, Dand, Fraser, Edwards, Ponsford, Ramsay, Mendham, Hyndman, Mr. and Mrs. Bailey and the Misses Pereira and Pintos.

The vessel, gallantly decorated with flags, gracefully took the water amid the usual firing of crackers for "good joss," and the launching ceremony was performed in the time honoured manner by young master Arturo Corpus, photos being taken of the group.

The party then adjourned to the firm's office for light refreshments and the usual toasts. Mr. Bailey, in proposing success to the *Bataan*, presented young Mr. Corpus with a handsome wrist watch suitably inscribed as a memento of the occasion.

'SALT HORSE AND PEA SOUP.'

HON. ELSIE MACKAY'S DUEL WITH
VETERAN SAILOR.

The news of the s.s. *Utah*, *Resolute*, *Racoon*, and *Rampart* during the last few weeks has directed attention to the stupendous enterprise embarked upon by the P. and O. Company at the close of the war of bringing its depleted fleet up to full strength. They are all new vessels to replace others withdrawn or lost during the war; and they form part of a monster building programme of 200,000 tons commenced six years ago—a programme which, in view of the many difficulties of those post-war years, has demanded no small amount of resource, courage, and tenacity to pull it through. The final steps have now been reached towards restoration of the company's services to the pre-war level. A part of this operation has included the assignment to the through fortnightly line to the Far East of the large mail steamers formerly employed in the Australia service, and these, again, have been replaced by the *Montana* and *Albatross* (21,000 tons), the *Valdora*, *Jurkunda*, *Manila*, and *Moldavia* (16,000 tons), to which are now being added the *Cathay*, *Chitral*, and *Cornwall*, each of 15,000 tons gross. Other four steamers—*Rampart*, *Racoon*, *Rampart*, and *Rampart*—are for the Bombay mail.

Of the new liners it may be said that, from a passenger's point of view they are far superior in general comfort to the vessels replaced, and this is where the womanly touch of the Hon. Elsie Mackay, daughter of Lord Inchcape, came in most usefully. Miss Mackay had ideas about ship decoration. It had always been done by men, and she thought a woman would do it better. Her father was impressed, and he set her designing colour schemes for not one new liner, but for more than half a dozen of them. Then, it is told, Captain Bartlett did not like the new-fangled notions. He objected to "footstools!" "In my day," he said, "we were thankful for salt horse and peasoup, and glad to eat 'em on our sea-chests. Nowadays you want elaborate menus, and saloons, and footstools!" Miss Mackay promptly told the skipper that, if he preferred the salt horse and sea-chest of his youth, he could go back to them, and, of course, she won. Her point was that people on a long voyage like to travel on a homely ship. Public rooms and state-rooms should be, as far as possible, like their homes ashore. There should be plenty of cushions, silk curtains and hangings, interesting pictures, and libraries with up-to-date novels. She ordered etchings and bright Medici prints, and was often on the ship almost to midnight supervising the decorations.

"I think," she added, "Captain Bartlett is very proud of the decorations, really. Certainly, no passenger would travel far on salt horse, peasoup, and dandyfunk nowadays."

EMPIRE WIRELESS.

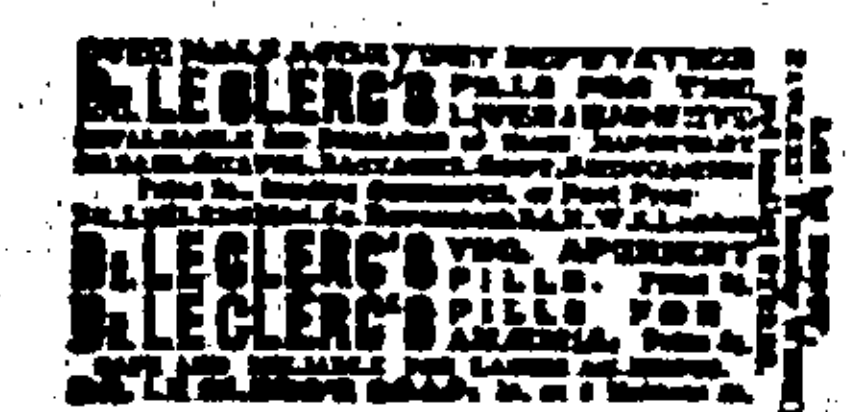
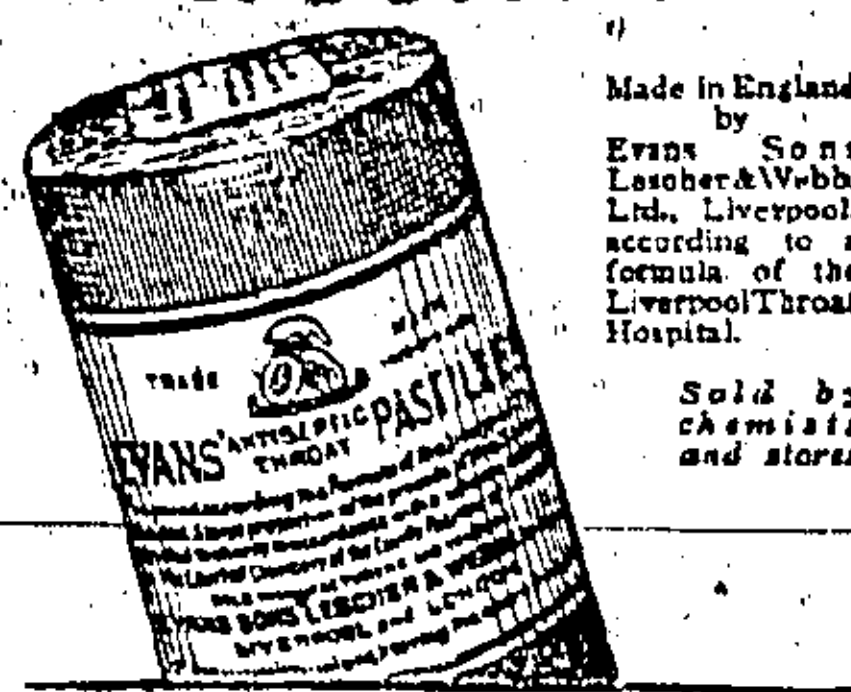
SHARP COMPLAINT FROM SOUTH
AFRICA.

The *Cape Times* commented strongly in a recent issue, on the fact that a short time ago the Union Government sent an official cable to London regarding the statement of the new Postmaster-General that the site for South Africa's reciprocal beam wireless station had not yet been determined upon, and that the Imperial Government up to the present had not replied. The paper considers that Mr. Baldwin should take the matter into his own hands without delay and insist that both courtesy and fair play should instantly be extended to the Dominions, who, one and all, it says, have completely lost confidence in the permanent officials and wireless experts of the British Post Office.

It becomes necessary to say frankly, the paper added, that if the British Government is anxious to provide the elements in South Africa hostile to Great Britain with a reason why they should treat British trade interests with no more concern than trade with Germany, Holland, or any other nation with whom they may come to conclude commercial agreements, it could not possibly furnish anything more devastating than this persistent refusal of the British Post Office to co-operate in the carefully-determined wireless policy of two successive Union Governments.

Dust
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Dust carries the germs of influenza and catarrh. An Evans' Pastille in the mouth kills these germs before they can reach throat organs. Evans' Pastilles are used to protect and strengthen the voice by singers and public speakers the world over. Always look for the name EVANS. It is your guarantee.

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SHIPPING NOTES.

Mails arriving in the Colony on Tuesday and yesterday were brought in as follows:—From Swatow: s.s. *Hydrangea* (6 bags); Bangkok: s.s. *Yat Shing* (5 bags); Keelung and Swatow: s.s. *Taiwan* (3 bags); s.s. *Keio Maru* (12 bags).

VESSELS EXPECTED.

Bellerophon (Blue Funnel), due on or about June 8th.
Empress of Russia (C.P.R.), due May 19th.
Kilgus (P. & O.), due to-day.
Kitano Maru (N.Y.K.), due May 16th.
President Hayes (Dollar), due May 25th.
President Madison (Admiral Oriental), due May 24th.
Serpent (Blue Funnel), due to-morrow.
Tokio, due last night.
Titan (Blue Funnel), due on or about May 28th.

MIDDY'S DEATHBED HONOUR.

Engineer-Rear-Admiral Stephens, presenting prizes at Folkestone School, thrilled the boys with a story of Vice-Admiral Sir Roger Keyes. He wished to honour a dying midshipman for particularly gallant behaviour during the Zeebrugge raid in 1918. Owing to the Admiralty's delay, Vice-Admiral Keyes, who had charge of the Zeebrugge operations, went to London and obtained the decoration. He found the midshipman unconscious, and laid the medal tenderly on his pillow. The midshipman rallied, grasped the medal, and smiled, and a little later he died.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.			
BANGKOK	"YUENSANG"	Thursday	14th May, 3 p.m.
SHANGHAI via SWATOW	"YUENSANG"	Sunday	17th May, 7 a.m.
HAIPHONG via HOIHOW	"YUENSANG"	Sunday	17th May, 8 a.m.
SHANGHAI via SWATOW	"WOSANG"	Tuesday	19th May, 7 a.m.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday	19th May, Noon.
SHANGHAI via SWATOW	"YATSHING"	Wednesday	20th May, 7 a.m.
SANDAKAN	"HINSANG"	Wednesday	20th May, Noon.
TIENTSIN	"CHIPSANG"	Thursday	21st May, Noon.
Kobe via AMOY & MOI	"NAMSANG"	Friday	22nd May, 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Friday	22nd May, 3 p.m.
MANILA	"LEESANG"	Saturday	23rd May, 3 p.m.
TIENTSIN	"CHEONGSHING"	Sunday	31st May, Noon.
STRAITS & CALCUTTA	"KUMSANG"	Thursday	4th June, 3 p.m.

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HONGKONG-BORNEO LINE	EVERY SUNDAY From Bora Pass
HONGKONG-TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG-BANGKOK LINE	EVERY WEEK

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Vessel	Due Hongkong	Vessel	Leave Hongkong
"GLENFARG"	26th May	"GLENFARG"	20th May
"GLENFARG"	14th June	"GLENFARG"	14th June
"GLENFARG"	26th June	"GLENFARG"	11th June
"PEMBROKESHIRE"	8th July	"PEMBROKESHIRE"	8th June

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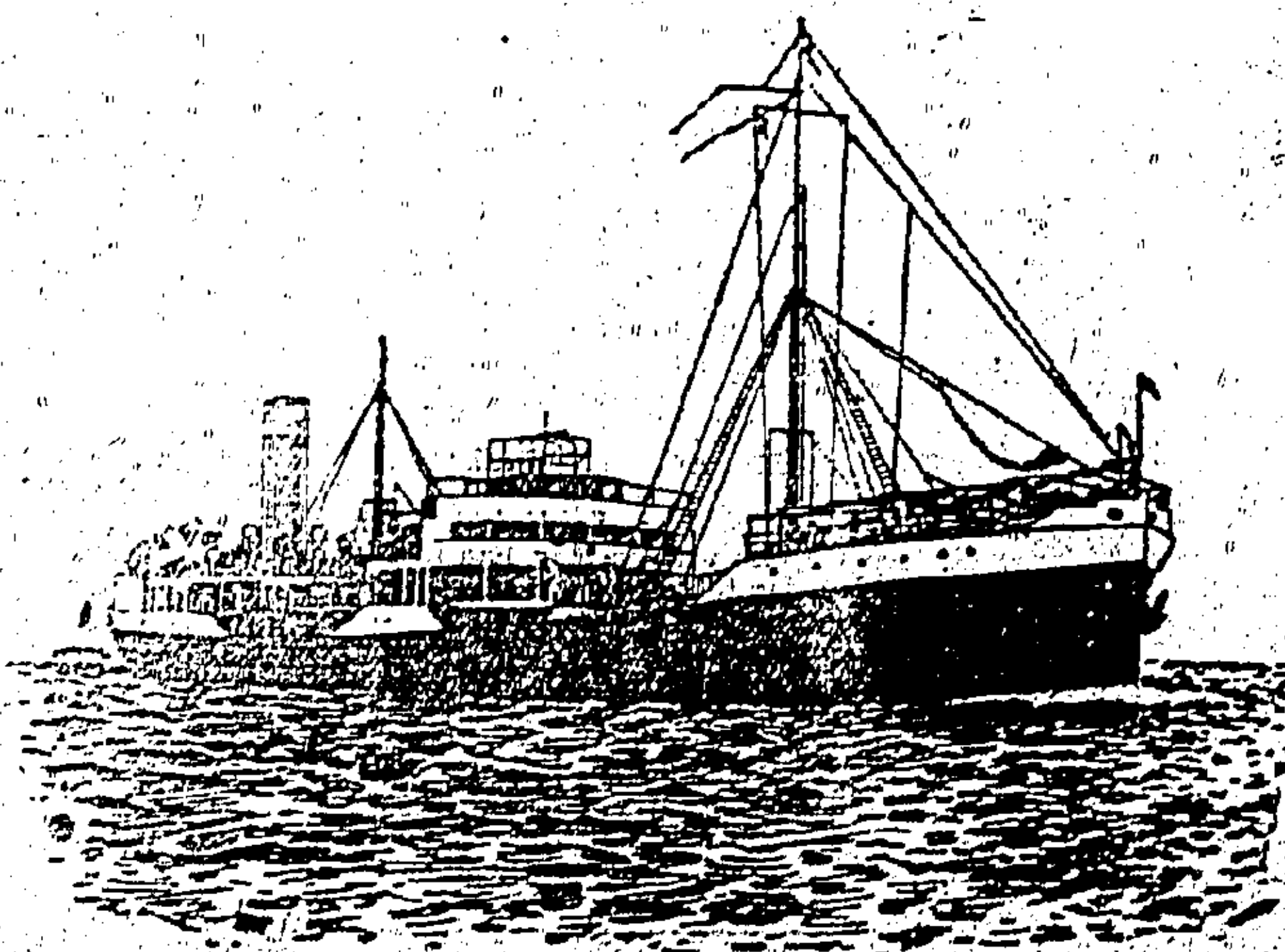
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BOVRIL

SHIPPING NEWS

ARRIVALS.

May 14th.

Alipore, British str., 3,211 tons, Capt. L. M. Gordon, from Kobe and Shanghai, with a general cargo, lying at buoy No. 43—Mackinnon, Mackenzie & Co.

Borneo, British str., from Canton, lying at buoy No. 43.

Ceylon, British str., 3,774 tons, Capt. W. Cooker, from Singapore, with a general cargo, lying at Holt's wharf—B. & S.

May 15th.

Carmanah, British str., 3,033 tons, Capt. H. S. Galsdon, from London and Singapore. The latter port she left on May 7th, with a general cargo lying at Kowloon wharf—Jardine, Matheson & Co.

Hydruntine, British str., 3,000 tons, Capt. Wm. Brown, from Swatow, with a general cargo, lying at Chin On S.S. Co.

Hui Ming, British str., 3,000 tons, Capt. A. H. Stewart, from Swatow, with a general cargo, lying at Douglas wharf—Douglas, Lauprak & Co.

Kaijo Maru, Japanese str., 1,125 tons, Capt. Y. Chura, from Kowloon, with a general cargo and coal, lying at O.S.K. wharf—O.S.K.

Linan, British str., from Canton, lying at buoy C36.

Nanchang, British str., 1,506 tons, Capt. J. M. Hopkins, from Wuhan, with a cargo of rice, lying at buoy No. C15—B. & S.

Taiwan Maru, Japanese str., 1,204 tons, Capt. T. Chikaki, from Kowloon and Shanghai, with a cargo of coal, lying at buoy No. C16.

Tango Maru, Japanese str., 3,003 tons, Capt. Y. Arakida, from Melbourne and Manila, with a general cargo, lying at Kowloon wharf—N.Y.K.

Tjiboda, Dutch str., 2,932 tons, Capt. J. E. A. Hilgert, from Batavia and Measur, with a general cargo and sugar, lying at buoy No. A10—J.C.J.L.

Tjibini, Dutch str., 2,888 tons, Capt. J. J. Duth, from Amoy, with a general cargo, lying at buoy No. A25—J.C.J.L.

Tsinghai, British str., 1,173 tons, Capt. R. W. Bateman, from Swatow, with a general cargo, lying at West Point wharf—Jardine, Matheson & Co.

Tsushima, British str., 1,241 tons, Capt. W. J. Booker, from Swatow, with a general cargo, lying at buoy No. C17—Jardine, Matheson & Co.

Yankee, British str., 1,210 tons, Capt. J. D. Fraser, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.

Yuehde, Chinese str., 1,001 tons, Capt. J. Freeman, from Suifu, with a general cargo, lying at buoy No. A31—Yuen Shing Fat.

Yuehking, British str., 316 tons, Capt. J. Gillespie, from Hoibow, with a general cargo, lying at Stouventers—Chau Yue Teng.

CLEARANCES.

May 14th.

Afrika, for Shanghai.

Alipore, for Singapore.

Amakusa Maru, for Swatow.

Borneo, for Hoibow.

Carmanah, for Shanghai.

Ceylon, for Shanghai.

Golden Maru, for Kowloon.

Kum Sang, for Hong.

Linan, for Shanghai.

Nanchang, for Canton.

President Grant, for Manila.

President Taft, for Canton.

Taiwan Maru, for Kowloon.

Tsushima, for Hoibow.

Tsushima, for Nagsack.

Tsinghai, for Canton.

Yankee, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Hui Ming*, on May 14th: Miss A. Badger, Mrs. Sadler, Mrs. E. K. Sayer, Miss S. T. Sultan, and Mr. W. G. Simpson.

DEPARTURES.

Per s.s. *President Grant*, on May 14th: Mr. K. Akashi, Mr. Chang Sing Fu, Mr. Chang Yung, Mr. H. M. M. Cavender, Miss J. Fujimoto, Mrs. C. Gates, Mrs. A. E. Hayes, Miss K. Kenady, Mrs. M. Kera, Mr. K. Kida, Mr. Kishi, Mr. K. Kojima, Mr. T. L. Lee, Mr. P. Levy, Mr. F. Matsumoto, Mr. M. Miyaki, Mr. K. Moroi, Mr. S. Nakane, Mr. H. Okubo, Mr. R. Onishi, Mr. P. I. Howe, Mr. J. Rosenthal, Mr. K. Sato, Capt. W. J. Sawyer, Lt. Cdr. E. W. Spencer, Mr. Y. Takawa, Miss S. Toda, Mr. S. Ujihara, Mr. B. Vallner, Mr. and Mrs. A. C. McLaughlin and daughter, Miss H. Whittier, Mr. W. H. Whittier, Miss M. Braga, Mr. T. Dharwadkar, Mr. T. Hossamud, Mr. and Mrs. H. C. Lamond, Mr. S. J. Cavalon, Mr. and Mrs. R. S. Albert, Mr. H. Fado, Mr. and Mrs. C. C. Wu, Mrs. H. Leeds, Mrs. W. J. Carroll, Mr. E. G. Woodger, Mr. J. Silverio, Mr. A. Miranda, Mr. and Mrs. G. S. Archbutt, and Mr. P. C. Whitaker.

Per s.s. *President Taft*, on May 14th: Miss D. H. Atkins, Mr. B. S. Bartholomew, Mr. C. E. Buckus, Mr. C. E. Clements, Mr. F. L. Hammond, Mrs. C. M. John and child, Mr. R. Kobayashi, Mr. R. F. Lange, Mr. J. Leas, Mr. A. M. McLeod and daughter, Mr. J. McMicking, Capt. A. Silson, Mrs. C. A. Cook and daughter, Mr. and Mrs. Torrey, Mr. and Mrs. G. McNaughton, Miss B. Howard, Miss E. G. Wright, Miss H. M. Beck, Miss B. de Range, Miss E. Morrell, Miss M. James, Miss H. Benstead, Miss M. I. Wilson, Miss H. G. Patterson, Mrs. Que Tik, Mrs. A. Racuant, Mr. Y. C. Oserto, Mrs. W. M. Mr. and Mrs. J. Smith, Mr. A. Schick, (Continued at foot of next column.)

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
New York & Boston via Panama	Takaka Maru	Jap.	Nippon Yusen Kaisha	On 7th June
New York & Boston	Mocho Prince	Brit.	Primo Line	On 1st June
New York & Boston via Suez	Decro Casale	Ital.	Dodwell & Co. Ltd.	On 15th inst.
New York, Boston & Baltimore	Kanasa	Brit.	The Bank Line, Ltd.	About 25th inst.
Barcelona, Valencia, Antwerp, Rotterdam, &c.	Sumitra	Brit.	Gilman & Co.	On 7th June
Bombay, New York & Baltimore via Suez	Diomed	Brit.	Batfield & Swire	On 19th inst.
Boston, New York & Baltimore via Suez	Kanasa	Brit.	The Bank Line, Limited	On 19th inst.
San Francisco via Suez & Jap. Ports & Hong Kong	President Prince	Brit.	Pacific Mail S.S. Co.	On 9th inst.
San Francisco via Suez & Jap. Ports & Hong Kong	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 15th inst.
Victoria, Seattle & Vancouver via J. Ports	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
Victoria, Seattle & Vancouver via J. Ports	Talithyus	Brit.	Batfield & Swire	On 15th inst.
Victoria, Vancouver & Seattle	Admiral Oriental	Am.	Admiral Oriental Line	On 20th inst.
Seattle & Victoria, via Suez, Kobe & Yokohama	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 15th July
Marseilles & London	Augher	Brit.	Messageries Maritimes	On 1st inst.
Marseilles &c.	Amboise	Brit.	Messageries Maritimes	On 7th June
Marseilles &c.	Chantilly	Brit.	Messageries Maritimes	On 23rd inst., 5 p.m.
Marseilles, London, Antwerp via Singapore, &c.	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 14th inst.
Marseilles, London, B'dam & Hamburg	City of Glasgow	Brit.	The Bank Line, Ltd.	On 18th inst.
Genoa, Haifa, Liverpool & Glasgow	Aja	Brit.	Batfield & Swire	On 18th inst.
Genoa, Haifa, Liverpool & Glasgow	Elberfeld	Brit.	Batfield & Swire	On 18th inst.
Genoa, Haifa, Liverpool & Glasgow	Calchas	Brit.	Matheson & Co. Ltd.	On 20th inst.
Genoa, Haifa, Liverpool & Glasgow	Glenapp	Brit.	Matheson & Co. Ltd.	On 20th inst.
Genoa, Haifa, Liverpool & Glasgow	Cooker	Brit.	Matheson & Co. Ltd.	On 20th inst.
Genoa, Haifa, Liverpool & Glasgow	Rangoon Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst., 3 p.m.
Genoa, Haifa, Liverpool & Glasgow	Lafayette	Brit.	Jardine, Matheson & Co. Ltd.	On 15th inst., 1 p.m.
Genoa, Haifa, Liverpool & Glasgow	Talithyus	Brit.	P. & O. B. I. & A. L.	On 6th June
Genoa, Haifa, Liverpool & Glasgow	Jeypore	Brit.	P. & O. B. I. & A. L.	On 16th inst., D.L.
Genoa, Haifa, Liverpool & Glasgow	Sardinia	Brit.	P. & O. B. I. & A. L.	On 21st inst.
Genoa, Haifa, Liverpool & Glasgow	Van Overstraten	Dut.	Dodwell & Co. Ltd.	On 31st inst.
Genoa, Haifa, Liverpool & Glasgow	Rosandra	Brit.	Batfield & Swire	On 18th inst., 4 p.m.
Genoa, Haifa, Liverpool & Glasgow	Nanning	Brit.	Jardine, Matheson & Co. Ltd.	On 18th inst., 7 a.m.
Genoa, Haifa, Liverpool & Glasgow	Wangchow	Brit.	Jardine, Matheson & Co. Ltd.	On 20th inst., 11 a.m.
Genoa, Haifa, Liverpool & Glasgow	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 3rd June
Genoa, Haifa, Liverpool & Glasgow	Tanda	Brit.	P. & O. B. I. & A. L.	On 6th June
Genoa, Haifa, Liverpool & Glasgow	Changshai	Brit.	Batfield & Swire	On 15th inst.
Genoa, Haifa, Liverpool & Glasgow	Kawachi Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., Noon.
Genoa, Haifa, Liverpool & Glasgow	Chikang	Brit.	Jardine, Matheson & Co. Ltd.	On 18th inst., D.L.
Genoa, Haifa, Liverpool & Glasgow	Siolla	Brit.	P. & O. B. I. & A. L.	On 18th inst., Noon.
Genoa, Haifa, Liverpool & Glasgow	Balyan	Brit.	P. & O. B. I. & A. L.	On 19th June
Genoa, Haifa, Liverpool & Glasgow	Delta	Brit.	P. & O. B. I. & A. L.	About 10th June
Genoa, Haifa, Liverpool & Glasgow	Venezia	Brit.	Dodwell & Co. Ltd.	About 17th inst.
Genoa, Haifa, Liverpool & Glasgow	Tikarung	Dut.	Java-China-Japan Lijn	On 6th June
Genoa, Haifa, Liverpool & Glasgow	Alafura	Brit.	P. & O. B. I. & A. L.	On 28th inst.
Genoa, Haifa, Liverpool & Glasgow	Malwa	Brit.	P. & O. B. I. & A. L.	On 21st inst., Noon
Genoa, Haifa, Liverpool & Glasgow	Chipshing	Brit.	Java-China-Japan Lijn	About 23rd inst.
Genoa, Haifa, Liverpool & Glasgow	Tjioendun	Brit.	Jardine, Matheson & Co. Ltd.	On 17th inst., 3 a.m.
Genoa, Haifa, Liverpool & Glasgow	Ningwang	Brit.	Batfield & Swire	On 14th inst., 11 a.m.
Genoa, Haifa, Liverpool & Glasgow	Kwangchow	Brit.	Batfield & Swire	On 14th inst., Noon.
Genoa, Haifa, Liverpool & Glasgow	Kwangchow	Brit.	Batfield & Swire	On 15th inst., 4 p.m.
Genoa, Haifa, Liverpool & Glasgow	Hainan	Brit.	Douglas, Lauprak & Co.	On 19th inst., 1 p.m.
Genoa, Haifa, Liverpool & Glasgow	Hainan	Brit.	Douglas, Lauprak & Co.	On 27th inst.
Genoa, Haifa, Liverpool & Glasgow	President Wilson	Am.	Canadian Pacific O. S. Ltd.	On 3rd inst.
Genoa, Haifa, Liverpool & Glasgow	Empress Canada	Brit.	Jardine, Matheson & Co. Ltd.	On 23rd inst., 3 p.m.
Genoa, Haifa, Liverpool & Glasgow	Leesang	Brit.	Jardine, Matheson & Co. Ltd.	On 25th inst.
Genoa, Haifa, Liverpool & Glasgow	President Madison	Am.	Admiral Oriental Line	On 25th inst.

WEATHER REPORT.

May 14th at 1900.—Pressure has decreased moderately over Shanghai, and slightly over Formosa and the adjacent China coast; it has increased slightly elsewhere. The anticyclone remains stationary, and the depression appears to be passing to the north of Shanghai.

Hongkong rainfall for the 24 hours ending at 18 hours, May 13th 0.00 inch. Total since January 1st, 22.02 inches, against an average of 15.52 inches.

The forecast for the 24 hours ending at 18 hours, May 14th is as follows:—

Forecast

Formosa Channel... Southerly winds, light to moderate.

Hongkong to Gap Rock... (E. and S.E. winds, moderate to light; fine to cloudy.

South coast of China between Hongkong and Lamock... do

South coast of China between Hongkong and Hainan... do

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 13th			
	Previous Day	On Date	At Date
	at 2 p.m.	6 a.m.	2 p.m.
Barometer	29.31	29.81	29.78
Temperature	79	75	84
Humidity	73	94	82
Wind Direction	E	E	W
Force	4	0	C
Weather	0	0	0
Rain	0.0	0.0	0.00
Highest open-air temperature on 13th	77		
Lowest open-air temperature on 13th	74		

HONGKONG TIDE TABLE.

From May 14th to 20th, 1925.			
HIGH WATER		LOW WATER	
Day of Month	H'kong Standard Time	H'kong Standard Time	Height
Thur. 14	h. m. 3 41	h. m. 6 12	3.9
15	h. m. 0 33	h. m. 9 44	1.1
Fri. 15	h. m. 5 18	h. m. 7 29	4.3
16	h. m. 2 8	h. m. 10 27	1.4
Satur. 16	h. m. 6 44	h. m. 11 33	1.4
Sun. 17	h. m. 3 27	h. m. 11 14	1.7
18	h. m. 5 29	h. m. 0 18	1.4
Mon. 18	h. m. 7 4	h. m. 0 32	1.1
19	h. m. 6 38	h. m. 0 55	1.8
Tues. 19	h. m. 7 30	h. m. 1 31	3.5
20	h. m. 7 35	h. m. 1 23	3.0
Wed. 20	h. m. 7 57	h. m. 2 16	1.9

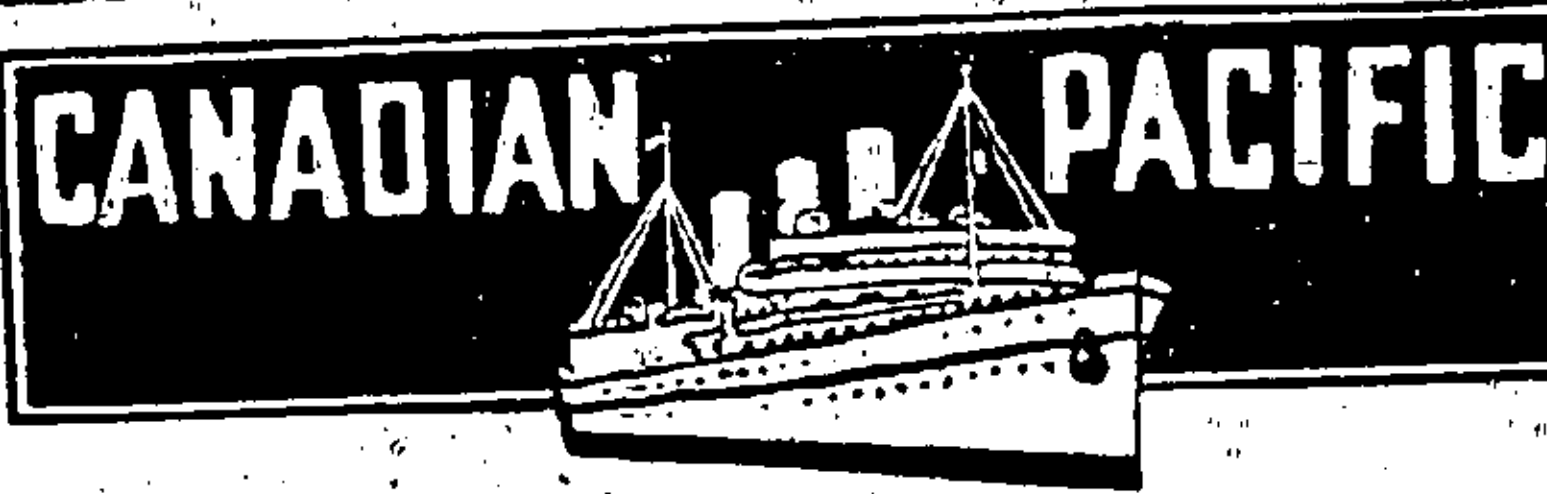
SHIPPING MOVEMENTS.

The P. & O. s.s. *Sardinia* left Shanghai for this port on May 12th at 5 p.m., and is due to arrive here on May 15th at about 5 p.m.

The Blue Funnel liner *Tyridareus*, from Pacific ports, left Kobe on May 13th for this port, and is due to arrive here on May 14th.

The Blue Funnel liner *Trailon*, left Liverpool on May 6th for Hongkong, Shanghai, Taku, and Dalay, and is due to arrive here on or about June 11th.

Mr. R. A. Schilling, Mrs. M. D. Trawick and child, Mr. and Mrs. B. O. Tilden and daughter, Mr. T. Toha, Sen and C. L. Underhill, Mr. K. Yoshida, Miss M. A. Baird, Miss A. J. Jerrild, Miss B. Lockwood, Miss B. Burton, Mr. E. H. Thompson, Mr. A. E. Hayes, Mr. A. W. Sefton, Mr. R. Conry, Mr. and Mrs. Thompson, Mr. R. A. W. Cotton, Mr. Tay Clay Smith, Mr. A. W. Cotton, Mr. Tay Sun Gunn, Mr. Ngo To, and Mr. Lee Che.



HOME VIA CANADA

THE EMPRESS OF CANADA

WILL SAIL FOR

VANCOUVER

Via Shanghai, Kobe and Yokohama

AT

DAYLIGHT, FRIDAY, MAY 15th.

Passenger Department: Telephone C. 762. Cables: "GACANPAC"

Freight and Express: Telephone C. 42. Cables: "NAUTILUS"



VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through bills of lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America. G. 2405, G. 2420, G. 2440.

YOKOHAMA MARU ... Friday, 15th May, at 11 a.m.

KAGA MARU ... Monday, 1st June

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

FUSHIMI MARU ... Friday, 22nd May, at 5 p.m.

HAZAKI MARU ... Saturday, 6th June

HAMBURG via LONDON & ROTTERDAM & Ports.

MATSUYE MARU ... Monday, 8th June

LIVEPOOL via ADEN & MARSEILLES.

TAJIMA MARU ... Friday, 15th June

SYDNEY & MELBOURNE via Manila & Ports.

MIFIMA MARU ... Wed. today, 20th May, at 11 a.m.

TAKO MARU ... Wed. today, 24th June

NEW YORK and/or BOSTON via PANAMA.

TAKAKA MARU ... Sunday, 7th June

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

RANGOON MARU ... Sunday, 17th May

CEYLON MARU ... Friday, 23rd May

COLOUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Tuesday, 19th May

BAKODATE MARU ... Saturday, 30th May

NAGASAKI, KOBE & YOKOHAMA.

TAKO MARU ... Thursday, 14th May

SHANGHAI, KOBE & YOKOHAMA.

KAWACHI MARU (Kobe Direct) ... Thursday, 15th May

TOYOHASHI MARU ... Sunday, 17th May

KITANO MARU ... Tuesday, 30th May

HABUNA MARU ... Tuesday, 2nd June

NIPPON YUSEN KAISHA.

For further information, apply to—

Telephone: Central Nos. 292, 293 & 292.

S. KINOSHITA, Manager

CALIFORNIA ORIENT LINE

Operated for
UNITED STATES SHIPPING BOARD
By PACIFIC MAIL STEAMSHIP COMPANY
HONGKONG TO SAN FRANCISCO

Shanghai, Kobe, Yokohama and Honolulu.
PRESIDENT TAFT ... May 23rd.
PRESIDENT WILSON ... June 5th.

HONGKONG TO MANILA

PRESIDENT WILSON ... May 27th.

Apply to— PACIFIC MAIL

Cable Address: SOLANO. Tels. C. 141. C. 332. CUNYEN AGENTS: MADIER FRERES.

Beginning with
PRESIDENT LINCOLN, scheduled to sail from San Francisco on May 16th, the
"PRESIDENT" steamers now operated by the

PACIFIC MAIL

will come under the ownership and management of the ROBERT DOLLAR COMPANY.

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD by
ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGERS

THE FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—Kobe—Yokohama.

"PRESIDENT GRANT" ... May 21st.
"PRESIDENT MADISON" ... June 2nd.
"PRESIDENT JACKSON" ... June 14th.
"PRESIDENT JACKSON" ... June 26th.

TO EUROPE—\$120—\$112—\$110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocoles and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT MADISON" ... May 25th.
"PRESIDENT JACKSON" ... June 6th.
Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.
For Passage and Freight Booking apply to
ADMIRAL ORIENTAL LINE, Managing Operators.
Telephone: Central 2477, 2478 & 795. Hongkong and Shanghai Bank Building.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED, GOTHENBURG.

Regular Freight Service for
BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,
COPENHAGEN, GOTHENBURG and Other
SCANDINAVIAN PORTS.

Will Leave on or about

M.V. "SUMATRA" ... 25th May

M.V. "FORMOSA" ... 15th July

Subject to change without Notice.

For further particulars, please apply to—
GILMAN & CO., LTD., Agents.

VETARZO BLOOD MEDICINE

With it pure blood health is impossible.
VETARZO BLOOD MEDICINE

Before there was anything like it, nor are its marvelous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, varicose veins and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism and Debility Neck, etc. It improves the general health and quickly cleanses the system of all impurities and restores the vitality of the body.

Long-standing bronchitis, asthma and hacking, straining, spasmodic cough, whooping cough, etc., are cured.

LIVE WITHOUT HEALTH IS LIVELY DEATH.

VETARZO BRAIN AND NERVE FOOD.

Feed Nerves Breakdown and Chronic Weakness.

VETARZO REGULATORS.

English Price 3s. (either remedy). The VETARZO REMEDIES CO. Gospel Oak

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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(BARNES & BUCKNALL S.S. Co., Ltd.)

S.S. "KANSAS" ... via Suez Canal ... 19th May

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "BIRCHBANK" ... via Suez Canal ... 30th June

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW" ... 14th May
FOR HAMBURG, LONDON, ANTWERP & HAVRE.

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "SURAT" ... Sails Hongkong, 29th Apr.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mombasa, Zanzibar, Port Amelia, Mozambique, Ohinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

S.S. "KANSAS" ... via Suez Canal ... 19th May
S.S. "DIOMED" ... via Suez Canal ... 7th June
S.S. "KATUNA" ... via Suez Canal ... 19th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE LTD., HONGKONG**
HONGKONG AND CANTON. **JARDINE, MATHESON & CO. LTD., CANTON.**

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	Pro. Arr. at Hongkong and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Europe.
AMBOISE	—	—	26th May, 1925
CHARTELL	—	—	8th June, "
PORTHOS	23rd Apr., 1925	25th May, 1925	23rd June, "
ANGKOR	7th May, "	8th June, "	7th July, "
COMEGNE	22nd May, "	23rd June, "	31st July, "
ANGERS	5th June, "	7th July, "	4th Aug., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)

A CLASS (1st Class) ... 95.00 Od. B CLASS (1st Class) ... 55.00 Od.
SPECIAL (2nd) ... 68.00 Od. STEAMERS (2nd) ... 60.00 Od.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "CAPITAINE FAURE" ... loading for HAVRE, ANTWERP

& DUNKIRK about 23rd May.

Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
Telephone Central 740. 2, Quai de Commerce.
CONSIGNATION—TRANSHIP—REPRESENTATION.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

NEW YORK

S.S. "MOORISH PRINCE" ... 1st June, 1925.
S.S. "CELTIC PRINCE" ... 18th June, "

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone Central 5165

Telegrams Furness.

(Incorporated in Great Britain)

21st Building.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"ALIPPORE"	5,273	14th May, Noon	Singapore, Penang & Bombay.
"SARDINIA"	5,384	15th May, D.L.	Spore, Penang, Colombo & B'way
"SOUFAN"	5,384	15th May, D.L.	Marseilles & London
"MORSA"	10,911	30th May	Marseilles & London
"NAGOYA"	5,384	30th May	Mars, London, Antwerp & Hall.
"JEYPORE"	5,318	6th June	Singapore & Bombay.
"BIOHIA"	5,318	11th June	Spore, Penang, Colombo & B'way
"KALYAN"	5,118	13th June	Mars, London, Antwerp & Hall.
"KIDDERPORE"	5,334	13th June	Singapore & Bombay.
"KALWA"	10,941	27th June	Marseilles & London
"DELTA"	5,097	11th July	Spore, Penang, Colombo & B'way.
"KASHMIR"	5,097	11th July	Mars, London & Antwerp
"MANTUA"	10,902	25th July	Marseilles & London
"SOUFAN"	5,384	8th Aug.	Spore, Penang, Colombo & B'way
"KASHGAR"	5,006	8th Aug.	Marseilles, London & A'werp.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London
"BIOHIA"	5,318	2nd Sept.	Spore, Penang, Colombo & B'way.
"KALKUNDA"	15,227	5th Sept.	Marseilles & London
"KALMALA"	5,118	19th Sept.	Marseilles, London & A'werp.
"KALWA"	5,118	3rd Oct.	Marseilles, London & A'werp.
"MALWA"	10,941	17th Oct.	Marseilles & London.

BRITISH INDIA-APCAR SAILINGS

"TAKLIWA"	7,933	15th May, 1 p.m.	Singapore, Penang & Calcutta.
"TAIRRA"	7,933	31st May	do.
"TAKADA"	8,949	4th June	do.
"TILAWA"	10,000	7th July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	5,958	3rd June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	5,000	8th July	do.
"ST. ALBANS"	5,000	5th Aug.	do.
"TANDA"	5,958	2nd Sept.	do.
"ARAFURA"	5,000	7th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	5,000	4th Nov.	do.

† S.S. "TANDA" calls at Kolambagan.

The E. & A.S. Co. Ltd. steamers will also call at Shanghai, Nippon, Oebu, Kolambagan, Tawue, Timor, Darwin, or other ports en route as indicated on the above.
Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KALYAN"	5,118	14th May, Noon	Shanghai, Moji, Kobe & Yokohama.
"TAKADA"	8,949	16th May, D.L.	Amoy, Moji, Kobe & Osaka.
"BIOHIA"	5,318	16th May, D.L.	Shanghai & Kobe
"MALWA"	10,941	28th May	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	5,000	6th June	Moji, Kobe & Yokohama
"KASHMIR"	5,097	12th June	Shanghai, Moji & Kobe
"DELTA"	5,097	12th June	Shanghai, Moji & Kobe
"TILAWA"	10,006	31st June	Kobe
"MANTUA"	10,902	26th June	Shanghai, Moji & Kobe
"ST. ALBANS"	5,000	4th July	Shanghai, Moji, Kobe & Yokohama
"KASHGAR"	5,006	10th July	Shanghai, Moji & Kobe
"SOUFAN"	5,384	10th July	Shanghai & Kobe
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe
"KALMALA"	5,118	7th Aug.	Shanghai & Kobe
"BIOHIA"	5,318	7th Aug.	Moji, Kobe & Yokohama
"TANDA"	5,958	8th Aug.	Shanghai, Moji & Kobe
"KALKUNDA"	15,227	31st Aug.	Shanghai.
"KALWA"	5,118	4th Sept.	Shanghai, Moji & Kobe.
"DELTA"	5,097	4th Sept.	do.
"ARAFURA"	5,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"KALYAN"	5,118	2nd Oct.	Shanghai, Moji & Kobe.
"SOUFAN"	5,384	2nd Oct.	do.
"ST. ALBANS"	5,000	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,902	17th Oct.	Shanghai, Moji & Kobe
"KASHMIR"	5,097	1st Nov.	do.
"MORSA"	10,911	14th Nov.	do.
"KASHGAR"	5,006	28th Nov.	do.
"MACEDONIA"	11,089	12th Dec.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must carry their own food expenses at Singapore while awaiting the on carrying steamer.
All Onions are fitted with Electric Fans free of charge.
Parrels (Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.)

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, (Corner of Road Central), HONGKONG

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers (having good accommodation for First-Class Passengers, Electric Light and Fans in State-rooms, Saloons and Excellent cuisine)

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	—	A. H. Stewart	Friday, 15th May, at 4 p.m.
HAIPHONG	—	Capt. Edie Walker	Tuesday, 19th May, at 1 p.m.
HAIPHONG	—	Capt. W. S. Turnbull	Friday, 22nd May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).

Round Trip Tickets will be issued from Hongkong to Fouchow (Parade Anchorage) and return by the same steamer by the "HAIPHONG" or "HAIPHONG" at the Reduced Rate of \$60.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIR & CO.

General Managers

CHINA NAVIGATION CO. LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HONGKONG, PARHAI & HAIPHONG	"TAMING"	On 14th May, Noon.
SWATOW & SHANGHAI	"SUICHANG"	On 14th May, 2 p.m.
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 16th May, D.L.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 16th May, Noon.
TIENTSIN & NEWCHANG	"NANNING"	On 16th May, 4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 17th May, 11 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 17th May, 11 a.m.
AMOY & SHANGHAI	"SZECHUEN"	On 18th May, 5 p.m.
HONGKONG & BANGKOK	"TEAN"	On 20th May, 11 a.m.
SHANGHAI & TIENTSIN	"KANGCHOW"	On 20th May, Noon.
SWATOW & SHANGHAI	"SHANTUNG"	On 21st May, 11 a.m.
HONGKONG & SINGAPORE	"KWEIYANG"	On 21st May, 11 a.m.
SWATOW & BANGKOK	"KALGAN"	On 24th May, 11 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 26th May, 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 26th May, 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-bath cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 33. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Bango, Thursday Is., & Ama Ports on or about
---------	-----------------------------	---

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— **BUTTERFIELD & SWIRE.**
Telephone No. Central 33. Agents.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$56.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" ... Sails 10th June
S.S. "TRIESTE" (cargo only) ... Sails 11th June

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "ROSA" ... Sails 31st May
S.S. "VENEZIA" ... Sails 1st July

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1039.

Agents.



KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN OVERSTRATEN"

21st May, 1925.

For SINGAPORE, PENANG and BEKAWAN-DEI DIRECT.

Offers excellent Saloon accommodation.

All lower berths.

English cuisine.

Doctor carried.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services
to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574.

Yokohama, CHARTER ROAD.

